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IMPLEMENTATION PLAN REVIEW FOR NEW JERSEY AS REQUIRED BY THE ENERGY SUPPLY AND ENVIRONMENTAL COORDINATION ACT

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IMPLEMENTATION PLAN REVIFW

FOR

NEW JERSEY

AS REQUIRED

BY

THE ENERGY SUPPLY

AND

ENVIRONMENTAL COORDINATION ACT

U. S. ENVIRONMENTAL PROTECTION AGENCY

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16. ABSTRACT

Section IV of the Energy Supply and Environmental Coordination Act of 1974, (ESECA) requires EPA to review each State Implementation Plan (SIP) to determine if revisions can be made to control regulations for stationary fuel combustion sources without interferring with the attainment and maintenance of the national ambient air quality standards. This document, which is also required by Section IV of ESECA, is EPA's report to the State indicating where regulations might be revised.

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IMPLEMENTATION PLAN REVIEW

FOR

NEW JERSEY

AS REQUIRED BY THE ENERGY SUPPLY AND ENVIRONMENTAL COORDINATION ACT

PREPARED BY THE FOLLOWING TASK FORCE:

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Office of Air and Waste Management
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Research Triangle Park, North Carolina 27711

December 1974

NEW JERSEY

ENERGY SUPPLY AND ENVIRONMENTAL COORDINATION ACT

(SECTION IV - STATE IMPLEMENTATION PLAN REVIEW)

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1.0 EXECUTIVE SUMMARY

1.1 BACKGROUND AND PURPOSE OF REVIEW

The enclosed report is the U. S. Environmental Protection Agency's (EPA) response to Section IV of the Energy Supply and Environmental Coordination Act of 1974 (ESECA). Section IV requires EPA to review each State Implementation Plan (SIP) to determine if revisions can be made to control regulations for stationary fuel combustion sources without interfering with the attainment and maintenance of the National Ambient Air Quality Standards (NAAQS). In addition to requiring that EPA report to the State on whether control regulations might be revised, ESECA provides that EPA must approve or disapprove any revised regulations relating to fuel burning stationary sources within three months after they are submitted to EPA by the States. The States may, as in the Clean Air Act of 1970, initiate State Implementation Plan revisions; ESECA does not, however, require States to change any existing plan.

Congress has intended that this report provide the State with information on excessively restrictive control regulations. The intent of ESECA is that SIP's, wherever possible, be revised in the interest of conserving low sulfur fuels or converting sources which burn oil or natural gas to coal. EPA's objective in carrying out the SIP reviews, therefore, has been to try to establish if emissions from combustion sources may be increased. Where an indication can be found that emissions from certain fuel burning sources can be increased and still attain and maintain NAAQS, it may be plausible that fuel resource allocations can be altered for "clean fuel savings" in a manner consistent with both environmental and national energy needs.

In many respects, the ESECA SIP reviews parallel EPA's policy on clean fuels. The Clean Fuels Policy has consisted of reviewing implementation plans with regard to saving low sulfur fuels and, where the primary sulfur dioxide air quality standards were not exceeded, to encourage States to either defer compliance regulations or to revise the SO_2 emission regulations. The States have also been asked to discourage large scale shifts from coal to oil where this could be done without jeopardizing the attainment and maintenance of the NAAQS.

To date, EPA's fuels policy has addressed only those States with the largest clean fuels saving potential. Several of these States have revised or are currently in the process of revising SO_2 regulations. These States are generally in the Eastern half of the United States. ESECA, however, extends the analysis of potentially over-restrictive regulations to all 55 States and territories. In addition, the current reviews address the attainment and maintenance of all the National Ambient Air Quality Standards.

There are, in general, three predominant reasons for the existence of overly restrictive emission limitations within the State Implementation Plans. These are 1) The use of the example region approach in developing State-wide air quality control strategies; 2) the existence of State Air Quality Standards which are more stringent than NAAQS; and 3) the "hot spots" in only part of an Air Quality Control Region (AQCR) which have been used as the basis for controlling the entire region. Since each of these situations affect many State plans and, in some instances, conflict with current national energy concerns, a review of the State Implementation Plans is a logical follow-up to EPA's initial appraisal of the SIP's conducted in 1972. At that time SIP's were approved by EPA if they demonstrated the attainment of NAAQS or more stringent state air quality standards. Also, at that time, an acceptable method for formulating control strategies was the use of an example region for demonstrating the attainment of the standards.

The example region concept permitted a State to identify the most polluted air quality control region (AQCR) and adopt control regulations which would be adequate to attain the NAAQS in that region. In using an example region, it was assumed that NAAQS would be attained in the other AQCR's of the State if the same control regulations were applied to these control regions. The problem with the use of an example region is that it can result in excessive controls, expecially in the utilization of clean fuels, for areas of the State where sources would not otherwise contribute to NAAQS violations. For instance, a control strategy based on a particular region or source can result in a regulation requiring l

percent sulfur oil to be burned state-wide where the use of 1 percent sulfur coal would be adequate to attain NAAQS in some locations.

EPA anticipates that a number of States will use the review findings to assist them in making the decision whether or not to revise portions of their State Implementation Plans. However, it is most important for those States which desire to submit a revised plan to recognize the review's limitations. The findings of this report are by no means conclusive and are neither intended nor adequate to be the sole basis for SIP revisions; they do, however, represent EPA's best judgement and effort in complying with the ESECA requirements. The time and resources which EPA has had to prepare the reports has not permitted the consideration of growth, economics, and control strategy tradeoffs. Also, there have been only limited dispersion modeling data available by which to address individual point source emissions. Where the modeling data for specific sources were found, however, they were used in the analysis.

The data upon which the reports' findings are based are the most current data available to the Federal Government. However, EPA believes that the States possess the best information for developing revised plans. The States have the most up-to-date air quality and emissions data, a better feel for growth, and the fullest understanding for the complex problems facing them in the attainment and maintenance of air quality. Therefore, those States desiring to revise a plan are encouraged to verify and, in many instances, expand the modeling and monitoring data supporting EPA's findings. In developing a suitable plan, it is suggested that States select control strategies which place emissions from fuel combustion sources into perspective with all sources of emissions such as smelters or other industrial processes. States are encouraged to consider the overall impact which the potential relaxation of overly restrictive emissions regulations for combustion sources might have on their future control programs. This may include air quality maintenance, prevention of

significant deterioration, increased TSP, NO_x and HC emissions which occur in fuel switching, and other potential air pollution situations such as sulfates.

Although the enclosed analysis has attempted to address the attainment of all the NAAQS, most of the review has focused on total suspended particulate matter (TSP) and sulfur dioxide (SO_2) emissions. This is because stationary fuel combustion sources constitute the greatest source of SO_2 emissions and are a major source of TSP emissions.

Part of each State's review was organized to provide an analysis of the SO_2 and TSP emission tolerances within each of the various AQCRs. The regional emission tolerance estimate is, in many cases, EPA's only measure of the "over-cleaning" accomplished by a SIP. The tolerance assessments have been combined in Appendix B with other regional air quality "indicators" in an attempt to provide an evaluation of a region's candidacy for changing emission limitation regulations. In conjunction with the regional analysis, a summary of the State's fuel combustion sources (power plants, industrial sources, and area sources) has been performed in Appendix C, D, and E.

1.2 FINDINGS OF REVIEW

The New Jersey State Implementation Plan has been reviewed, within the context of ESECA Section IV, in order to determine whether emission or fuel sulfur content regulations for combustion sources appeared to be excessively restrictive. The major findings are as follows:

BASED ON THE DATA AVAILABLE FOR THIS ANALYSIS, THERE ARE NO INDICATIONS THAT PARTICULATE EMISSION LIMITING REGULATIONS ARE OVERLY RESTRICTIVE IN ANY NEW JERSEY AQCR.

ONLY THE NEW JERSEY INTRASTATE AQCR (150) APPEARS TO OFFER A POTENTIAL FOR CLEAN FUEL SAVINGS BY MEANS OF A RELAXATION OF THE FUEL SULFUR CONTENT REGULATION.

New Jersey Air Quality Regions are shown in Figure 1-1. The overall review on a Regional basis indicates the following:

- New Jersey - New York - Connecticut AQCR (043) - this Region is a poor candidate for fuel conversions of any kind because of the generally poor air quality, the high population density, and the degree of industrialization.

- Metropolitan Philadelphia (045) - this Region has some areas which could likely absorb the air quality impact of new coal-fired sources. However, the existing major sources are in areas with high industrialization and marginal air quality, so there is little potential for fuel switching.

- New Jersey Intrastate AQCR (150) - this largely rural AQCR shows the most potential for clean fuel savings in New Jersey. It has no major industrialized areas and has generally good ventilation because of the large unshielded coast line.

- N.E. Pennsylvania - Upper Delaware Valley AQCR (151) - this Region has poor potential for fuel conversion chiefly because there are few large sources capable of changing fuels. The only significant power plant is located within the narrow confines of the Delaware Valley and has very poor dispersion characteristics.

NOTE: Reference numbers in the report refer to the references listed in Section 4.0

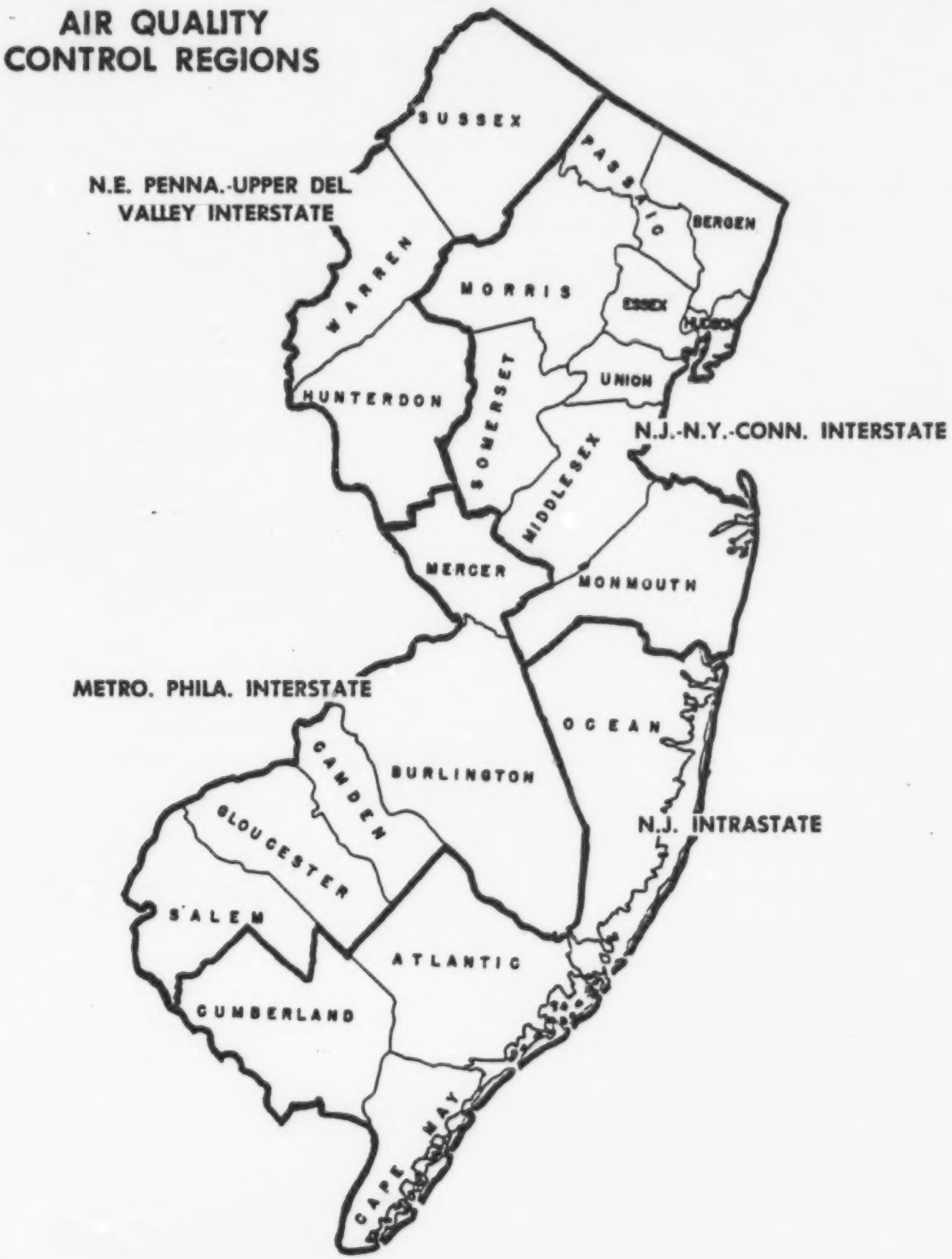

FIGURE 1-1 NEW JERSEY COUNTIES AND AIR QUALITY CONTROL REGIONS.

2.0 STATE IMPLEMENTATION PLAN REVIEW

2.1 SUMMARY

A revision of fuel combustion source emissions regulations will depend on many factors. For example:

- Does the State have air quality standards which are more stringent than NAAQS?
- Does the State have emission limitation regulations for control of (1) power plants, (2) industrial sources, (3) area sources?
- Did the State use an example region approach for demonstrating the attainment of NAAQS or more stringent State standards?
- Has the State not initiated action to modify combustion source emission regulations for fuel savings; i.e., under the Clean Fuels Policy?
- Are there no proposed Air Quality Maintenance Areas?
- Are there indications of a sufficient number of monitoring sites within a region?
- Is there an expected 1975 attainment date for NAAQS?
- Based on (1973) air quality data, are there no reported violations of NAAQS?
- Based on (1973) air quality data, are there indications of a tolerance for increasing emissions?
- Are the total emissions from stationary fuel combustion sources proportionally lower than those of other sources?
- Do modeling results for specific fuel combustion sources show a potential for a regulation revision?
- Is there a significant clean fuels savings potential in the region?

The following portion of this report is directed at answering these questions. An AQCR's potential for revising regulations increases when there are affirmative responses to the above.

The initial part of the SIP review report, Section 2 and Appendix A, were organized to provide the background and current situation information for the State Implementation Plan. Section 3 and the remaining Appendices

provide an AQCR analysis which helps establish the overall potential for revising regulations. Emission tolerance estimates have been combined in Appendix B with other regional air quality "indicators" in an attempt to provide an evaluation of a region's candidacy for revising emission limiting regulations. In conjunction with the regional analysis, a characterization of the State's fuel combustion sources (power plants, industrial sources, and area sources) has been carried out in Appendices C, D, and E.

Based on an overall evaluation of EPA's current information, AQCR's have been classified as good, marginal, or poor candidates for regulation revisions. Table 2-1 summarizes the State Implementation Plan Review. The remaining portion of the report supports this summary with explanations.

2.2 CURRENT AIR QUALITY STATUS OF NEW JERSEY

2.2.1 Definition of Air Quality Control Regions

The State of New Jersey is made up of four Air Quality Control Regions (AQCR's), one intrastate Region, lying wholly within the state and three interstate Regions, which lie partly within New Jersey and partly within one or more adjoining states:

- AQCR 043 - New Jersey - New York - Connecticut Interstate Region;
- AQCR 045 - Metropolitan Philadelphia Interstate Region (Del. - N.J. - Pa.);
- AQCR 150 - New Jersey Intrastate Region;
- AQCR 151 - Northeast Pennsylvania - Upper Delaware Valley Interstate Region (N.J. - Pa.).

Figure 1-1 portrays the Geographic boundaries of the New Jersey portions of these AQCR's, and Table 2-2 lists the New Jersey counties in the four Regions. Other information pertaining to New Jersey air pollution control areas in general is presented in Table A-1 in the Appendix. These data are discussed in more detail in Section 3.0.

TABLE 2-1. STATE IMPLEMENTATION PLAN REVIEW
(SUMMARY)

"INDICATORS"	STATE		N.J.-N.Y. Comm. AQCR 043		Met. Philadelphia Interstate AQCR 045		N.J. Intrastate AQCR 150		N.E. Penn.-Upper Del. Valley AQCR 151	
	TSP	SO_2	TSP	SO_2	TSP	SO_2	TSP	SO_2	TSP	SO_2
• Does the State have air quality standards which are more stringent than NAAQS?	No	No								
• Does the State have emission limiting regulations for control of:										
1. Power plants	Yes	Yes								
2. Industrial sources	Yes	Yes								
3. Area sources	No	Yes								
• Did the State use an example region approach for demonstrating the attainment of NAAQS or more stringent State standards?	Yes	Yes								
• Has the State not initiated action to modify combustion source emission regulations for fuel savings; i.e., under the Clean Fuels Policy?	Yes	Yes								
• Are there no proposed Air Quality Maintenance Areas?			No	No	No	No	No	Yes	No	Yes
• Are there indications of a sufficient number of monitoring sites within a region?			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
• Is there an expected 1975 attainment date for NAAQS?			No	Yes	No	Yes	Yes	Yes	Yes	Yes
• Based on (1973) Air Quality Data, are there no reported violations of NAAQS?			No	No[1]	No	Yes	No	Yes	No	Yes
• Based on (1973) Air Quality Data, are there indications of a tolerance for increasing emissions?			No	Yes	No	Yes	No	Yes	No	Yes
• Are the total emissions from N.J. stationary fuel combustion sources proportionally lower than those of other sources?			Yes	No	Yes	Yes	Yes	No	Yes	Yes
• Do modeling results for specific fuel combustion sources show a potential for a regulation revision?			No	No	No	No	No	Yes	No	No
• Is there a significant Clean Fuels Saving potential in the region?			No		No		Yes		No	
• Based on the above indicators, what is the potential for revising fuel combustion source emission limiting regulations?			Poor		Poor		Good		Marginal	

[1] No violations occurred within New Jersey portion of AQCR.

TABLE 2-2. NEW JERSEY AIR QUALITY CONTROL REGIONS (AQCR's)

Control Region	Counties Included in Region*
Metropolitan Philadelphia Interstate	Burlington, Camden, Gloucester, Mercer, and Salem
N. E. Pennsylvania-Upper Delaware Valley Interstate	Hunterdon, Sussex, and Warren
New Jersey Intrastate	Atlantic, Cape May, Cumberland, and Ocean
New Jersey-New York-Connecticut Interstate	Bergen, Essex, Hudson, Middlesex, Monmouth, Morris, Passaic, Somerset, and Union.

*Including only the N. J. portion of the region.

2.2.2 Air Quality Standards

The state and national ambient air quality standards for SO_2, particulates, and NO_2 are given in Table A-2. The two sets of standards are identical so no potential for overly-restrictive controls exists from this cause.

2.2.3 Air Quality Monitoring

The state air quality monitoring network for TSP and SO_2 is adequate, in general, with the number of stations reflecting such factors as population density and degree of industrialization. Air quality data for TSP and SO_2 are given in Tables A-3 and A-4, respectively. In brief, these data indicate the following:

- New Jersey has relatively high suspended particulate levels, with all AQCR's showing air quality violations. All of the interstate Regions show violations of both annual and 24-hr. national standards.
- Only AQCR 043 (N.J. - N.Y. - Conn.) shows any violations of SO_2 standards, but an annual reading equal to the standard was recorded in AQCR 045 (Metropolitan Philadelphia).

2.2.4 Emissions of Sulfur Dioxide and Particulates

The contributions of fuel combustion sources located in New Jersey to the total emissions in each AQCR are summarized in Table A-5 for both TSP and SO_2. Tables A-6 and A-7 provide a more detailed view by means of categorization in terms of combustion source type, i.e., electricity generation, industrial-commercial-institutional, and area. The salient features from these tables are:

- New Jersey combustion sources are significant contributors to the TSP emission burden in the New York Interstate Region and in the New Jersey Intrastate Region.
- These sources are the major SO_2 emitters in the preceding AQCR's and are significant donors in the Metropolitan Philadelphia Region.
- An unexpected result in the heavily-industrialized New York AQCR is that area sources are the principal New Jersey combustion emitters, contributing 6% of the regional particulate total. This is not unexpected in the largely rural New Jersey Intrastate Region where there are few point sources.

- The major combustion source of SO_2 within the state is electricity generation in each Region.

2.2.5 SO_2 and Particulate Regulations

The state regulations for control of TSP and SO_2 from fuel-burning sources are based on a particulate emission limitation regulation (Table A-8) and a combined fuel sulfur content-emission limitation regulation (Table A-9), respectively. The regulations are discussed in more detail in Section 2.3.

2.2.6 Control Strategy Assessments

Tables A-10 and A-11, the control strategy assessments for TSP and SO_2, respectively, were developed primarily as inputs to the regional assessments of Appendix B, which are discussed in detail in Section 3.0. Basically, the tables represent attempts to determine the following:

1. Are the allowable emissions projections made in the original SIP in reasonable agreement with such estimates based on more recent data?
2. Will the ambient air quality standards for TSP and SO_2 be attained as scheduled?
3. Is there any tolerance for relaxation of combustion regulations? That is, are predicted 1975 emission levels less than the levels required for attainment of NAAQS?

According to Table A-10, there is no tolerance for relaxation of particulate regulations. On the other hand, according to Table A-11, it might be possible to relax the fuel sulfur content regulation in some cases. The detailed assessments, which consider many other factors, are presented in Section 3.0.

2.3 GENERAL REVIEW OF CURRENT STATE IMPLEMENTATION PLAN

As noted earlier, there are three predominant reasons for the existence of overly restrictive emission limitations in a control strategy:

- The Example Region - the regulations for one AQCR can be utilized for another AQCR, where a less restrictive strategy would be adequate.

- Conservative Ambient Standards - ambient standards lower than the NAAQS can be promulgated.
- "Hot Spots" - an inordinately high pollutant level in part of an AQCR can be used as the basis for a Region-wide emission rollback via the proportional approach.

Of these possibilities, the New Jersey SIP made use of the example region and, to some extent, the "hot spot," since control strategies are based on the worst monitoring sites. The example region for New Jersey's regulations was the New Jersey - New York - Connecticut AQCR (No. 043). However, the limitations on fuel sulfur content in the more rural AQCR's of the state (Regions 150 and 151) are less restrictive than those in the urbanized ones, so the potential for excessively strict regulations is reduced somewhat. A more detailed discussion of the Plan follows.

The New Jersey SIP contains control strategies and regulations which are adequate to attain the primary standards for particulate matter and SO_2 in the State's four AQCR's. The New Jersey portion of the Metropolitan Philadelphia and New Jersey-New York-Connecticut AQCR's received 18-month extensions for submission of plans to attain secondary standards for SO_2 and particulate matter. The EPA revocation of the 24-hour and annual average secondary standards for SO_2 has eliminated the need for development of any secondary standard plans for SO_2. The State did not submit the required plans for particulate matter and EPA will propose regulations, applicable to the New Jersey-New York-Connecticut AQCR, to attain the secondary standard. The regulations being considered by EPA consist of the control of fugitive emissions as well as more stringent emission limitations for commercial and industrial boilers and incinerators. It has been determined that the existing primary standard plan will be adequate to attain the secondary standards for particulate matter in the Metropolitan Philadelphia AQCR.

The State regulations for the control of particulate matter include limitation on particulate emissions from fuel-burning equipment, process sources and incinerators. The fuel-burning limitation varies depending on the size of the unit. Small units are limited to 0.6 lbs/10^6 BTU of particulate matter while the sources above 200 x 10^6 BTU/hr are limited to 0.1 lbs/10^6 BTU. Sources between 20 x 10^6 BTU/hr and 180 x 10^6 BTU/hr have

emission limitations ranging from 0.4 lbs/10^6 BTU to 0.11 lbs/10^6 BTU. The regulation for process sources requires that all sources control 99% of potential particulate emissions. The opacity limitation is 20%. The State's incinerator regulation limits particulate emissions to 0.2 grains/scf and a Ringelmann reading not greater than No. 2.

In addition to limitations on the sulfur content of fuels (0.2% - No. 2, 0.3% - No. 6, 0.2% - coal in the New Jersey-New York-Connecticut and Metropolitan Philadelphia AQCR's and 0.3% - No. 2, 0.5% - No. 6, and 0.7% - coal in New Jersey Intrastate and N. E. Pennsylvania - Upper Delaware Valley AQCR's) the State has a regulation which limits the concentration of SO_2 to a maximum of 2,000 ppm by volume at standard conditions. During the period between November 15, 1973 and March 15, 1974 the State granted a total of 40 variances to their sulfur-in-fuel limitations which allowed certain sources to burn coal with sulfur contents ranging between 1.25% and 3%.

2.4 SPECIAL CONSIDERATIONS

2.4.1 Special Problems

The State of New Jersey regulations for sulfur content of fuels, if enforced, would effectively preclude the use of coal in both the New York and the Metropolitan Philadelphia Interstate Regions. There is virtually no coal meeting the required 0.2% maximum sulfur limitation. The 0.7% limitation in the other two AQCR's severely restricts the use of coal in those Regions, as well.

The conversion of oil-burning plants to coal might well be ruled out on the basis of the TSP problem in New Jersey, however. The facts are as follows:

1. New Jersey has generally high levels of suspended particulates.
2. To maintain the same particulate emission rate as an oil-burning boiler, a coal-fired plant, of the same BTU rating, must have installed fly ash control equipment with a long-term efficiency of 99+%.

What these statements imply is that, even if the coal sulfur content limitation is raised to allow burning of coal on that basis, a boiler operator would still have to decide between a large capital expenditure with the attendant operating costs in order to burn relatively cheap coal or, on the other hand, use the more expensive fuel oil.

2.4.2 Regional Characteristics

In making any suggestions for relaxation of emission regulations in New Jersey, one must keep in mind several pertinent demographic and environmental features of the state:

1. Some parts of New Jersey contain some of the nation's highest population densities. Consequently, the number of people affected by possibly adverse air quality levels is quite large in these areas.
2. In addition to the high population density, some of these areas are highly industrialized so the number of emission sources affected by changes in the regulations can be quite large.
3. All of the New Jersey Control Regions except the Intrastate Region show relatively high TSP and SO_2 air quality levels in the other states making up the Regions.

2.4.3 New Power Plant Construction

The demand for electricity in New Jersey has shown tremendous growth in the past and this is expected to continue. The increase is attributed to the following factors:

- Population Growth,
- Increases in Per-Capita Demand,
- Continued Expansion of Industry in Both the Developed Areas and to the South, Southwest, and North.

To meet the increased electrical demand, the power companies have long-range plans for expansion of existing facilities and construction of new facilities. Table 2-3 summarizes the planned construction activities.

TABLE 2-3 PLANNED POWER PLANT CONSTRUCTION IN NEW JERSEY[1]

Company	Plant	N or E	Type/Fuel	Capacity (10^6 watts)	Year of Completion	AQCR
ACE	England #3	E	C/O	160	1974	150
ACE	Deepwater #10	E	C/O	400	1978	045
JCP&L	Union Beach #1	N	C/O	316	1976	043
JCP&L	Union Beach #2	N	C/O	316	1977	043
METED	Gilbert	E	C/O	126	1975	151
NJP&L	Thuerk	N	C/NA	370	1978	151
PSE&G	Sewaren #7	E	C/O	378	1976	043
PSE&G	Sewaren #8	E	C/O	378	1977	043
Total Conventional	----	--	---	2444	----	---
JCP&L	Forked River #1	N	PWR/Nu	1070	1978	150
PSE&G	Newbold Island #1	N	BWR/Nu	1067	1979	NA
PSE&G	Salem #1	N	PWR/Nu	1090	1975	045
PSE&G	Salem #2	N	PWR/Nu	1115	1976	045
Total Nuclear	----	--	-----	4342	----	---
PSE&G	Bergen #4 & 5	E	GT/O or G	45	1974-5	043
PSE&G	Mickleton	N	GT/O or G	79	1974	NA
PSE&G	Sewaren	E	GT/O or G	252	1974	043
Total Gas Turbine	----	--	--------	376	----	---
TOTAL	----	--	--------	7162	----	---

Abbreviations: Companies - ACE/Atlantic City Electric; JCP&L/Jersey Central Power and Light; METED/Metropolitan Edison; NJP&L/New Jersey Power and Light; PSE&G/ Public Service Electric and Gas.

Other - BWR/boiling water reactor; C/conventional; E/existing plant; G/gas; GT/gas turbine; N/new plant; Nu/nuclear; O/oil; PWR/pressurized water reactor.

[1]Data taken from reference 5.

From an air quality and clean fuel conservation standpoint, these projections have some important ramifications:

1. Over sixty percent of the new generating capacity will be nuclear and will have no particulate or SO_2 emissions. In addition, no fossil fuels are consumed by such plants.

2. The new conventional plants must all meet the stringent EPA New Source Performance Standards, and their air quality impacts will be less than the older units, which will be going into reserve status in many cases.

3. Many of the new conventional units are being installed at existing facilities, some of which have the capability of burning coal. Before any coal conversion takes place at such an existing plant, the effect of the new unit should be thoroughly reviewed.

4. All of the new conventional plants are designed to burn oil rather than coal.

3.0 AIR QUALITY CONTROL REGION ASSESSMENTS

The purpose of this section is to evaluate the available information for the State of New Jersey and determine the feasibility of revisions to the SIP which would result in clean fuel conservation. The first subsection provides explanations of the methods used in making the regional assessments. Subsections 3.2 through 3.5 present the results of the application of the criteria for each of the New Jersey AQCR's.

3.1 THE ASSESSMENT CRITERIA

In determining the potential of the AQCR's in a state for emission standard relaxation, a set of five evaluation criteria has been established:

- The Regional Indicators,
- Power Plant Evaluation,
- Other Major Fuel-Burning Point Source Evaluation,
- Area Source Evaluation,
- Fuel Use Assessment.

The following paragraphs provide explanations of the use of these criteria.

3.1.1 The Regional Evaluation

This assessment is based on a review of regional air quality data, various regional-or subregional categorizations (e.g., priority classifications or proposed air quality maintenance area (AQMA) designations), and other information available to EPA. The assessment must be made for each pollutant separately and is made on the basis of 7 indicators: (1) recent air quality violations; (2) expected NAAQS attainment dates; (3) proposed Air Quality Maintenance Area (AQMA) designations; (4) total emissions; (5) portion of emissions from fuel combustion sources in New Jersey; (6) regional tolerance for emission increase; and (7) SO_2 priority classification. Tables B-1 and B-2 tabulate these criteria for each AQCR for TSP and SO_2, respectively. This preliminary analysis will be supplemented by a more detailed evaluation after the individual source categories are reviewed.

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3.1.2 Power Plant Evaluation

The evaluation of power plants was based on the modeling analysis performed by Walden Research.[1, 2] Walden assumed certain oil-to-coal conversions for many of the power plants in New Jersey and then performed plant-by-plant diffusion modeling to determine the air quality impacts of the plants both before and after conversion. A plant was considered unacceptable for conversion if the conversion might bring about the violation of any national ambient air quality standard. All of the power plant data appear in Tables C-1 through C-3, with an overall emissions summary in C-4.

3.1.3 Major Industrial and Commercial Point Source Evaluation

No modeling results were available for the larger industrial, commercial, or institutional point sources in New Jersey. Consequently, the analysis was restricted to an estimate of the emissions reduction resulting from the compliance of these sources with current New Jersey emission and fuel regulations. The results are in Appendix D.

3.1.4 Area Source Evaluation

Area source emissions data were available by AQCR from the National Emissions Data System (NEDS) summary report.[3] In addition, the Office of Air Quality Planning and Standards keeps county summaries. The latter are reproduced in Appendix E. Since it is unlikely that these small sources could convert from oil or gas to coal, the clean fuel savings potential is relatively limited and these analyses are somewhat superficial.

3.1.5 Fuels Analysis

Fuel usage data for the State of New Jersey are tabulated in Appendix F. These data provide a broad survey of the distribution of fuels by user type for the entire state, as well as the AQCR's.

3.2 NEW JERSEY - NEW YORK - CONNECTICUT INTERSTATE REGION (043)

3.2.1 Regional Assessment (Appendix B)

The regional indicators of this AQCR indicate that it is not a good candidate for relaxation of either the particulate or the SO_2 regulations. The problems may be summarized as follows:

- Particulates - air quality violations, proposed AQMA designation, negative tolerance for emissions increase, and significant emissions from New Jersey sources.
- Sulfur Dioxide - air quality violations and a large percentage of emissions from N.J. sources. (Although, the air quality violations were recorded in the New York portion of the AQCR, Essex Middlesex, and Bergen Counties have been proposed as AQMA's for SO_2 because of general emissions growth.)

Another reason for non-relaxation of the fuel combustion regulations is the generally high levels of other pollutants with the potential for synergistic interactions.

3.2.2 Power Plant Assessments

Three plants were considered to have potential for clean fuel savings in this AQCR: Jersey Central Power & Light (JCPL) - the Sayreville and Werner Plants; Public Service Electric & Gas (PSE&G) - the Bergen Plant. The air quality impacts of the proposed fuel conversions are shown in Table C-3. Based on these results and the air quality in the areas around the plants, the following assessments can be made:

- JCPL Plants - these stations are in close proximity to one another in the heavily industrialized Perth Amboy area. The air quality impact of the fuel switch on the area could easily result in air quality violations for both the 24-hr. SO_2 standard and the annual particulate standard.
- PSE&G Plant - this station lies in the midst of heavy industry and a dense population. The additional pollutant concentrations contributed by the fuel switch could result in violations of both annual and 24-hr. TSP and SO_2 standards.

In summary, none of these plants are recommended for fuel conversion, at least not the conversions for which the modeling was performed.

3.2.3 Other Major Combustion Sources Assessment

The emissions and fuels data for the major non-utility combustion point sources are summarized in Table D-3. Because diffusion modeling results were not available for these plants, it is difficult to make any specific recommendations for them. Nevertheless, the following comments are applicable:

1. Most industrial/commercial boilers are designed to burn either coal or oil and/or gas. They generally cannot switch to coal so the potential for clean fuel savings is expected to be small.
2. The sources are concentrated in the areas of the Region showing the worst air quality already.

These sources are not, as a class, recommended for fuel conversion. A comprehensive evaluation on a source-by-source basis would be required to thoroughly assess these sources for possible clean fuel savings. A pertinent observation here is that one large refinery, easily the largest industrial/commercial oil user in the Region, is quite unlikely to be able to switch its boilers to coal.

3.2.4 Area Source Assessment

New Jersey combustion area sources are significant emission sources in this AQCR contributing six percent of the particulate emissions and ten percent of the SO_2 emissions to the regional totals. Because: (1) these sources are not generally capable of burning coal; (2) the emissions are usually near ground level; and (3) the emissions are highest in the most densely populated areas; this category is not recommended for fuel conversion.

3.2.5 Fuels Assessment

The fuel use summary for this Region is shown in Table F-2. Electricity generation accounts for about 42% of the fuel oil usage in the Region, other industrial sources about 11%, commercial sources approximately 19% and residential sources about 28%. None of the largest usage categories are suitable for fuel conversion for reasons discussed previously.

3.3 METROPOLITAN PHILADELPHIA INTERSTATE REGION (045)

3.3.1 Regional Assessment

The overall assessment of this Region indicates that it is a poor candidate for relaxation of the particulate regulations, but a potentially good candidate for relaxation of the fuel sulfur content regulations. The assessment for particulates is based on the following factors:

- Several TSP standard violations,
- No tolerance for emissions increase.

With regard to SO_2, it should be mentioned that the annual standard was equalled in 1973. Consequently, any relaxation of the fuel sulfur regulations should be made only after a detailed analysis.

3.3.2 Power Plant Assessment (Appendix D)

Three power plants were modeled in this AQCR: Atlantic City Electric (ACE) - the Deepwater Plant; and PSE&G - the Burlington and Mercer Plants. The Mercer plant is already burning coal, so no fuel switch was considered. The assessments for the other two plants are below:

- Deepwater Plant - this plant is just across the Delaware River from Wilmington, Delaware, within a high concentration of industry. After conversion to coal, the emissions from this plant alone can result in 24-hr. SO_2 concentrations within 15 to 25 percent of the national standards. For these reasons, this plant should not be considered a good candidate for a fuel switch.
- Burlington Station - this plant is situated on the east bank of the Delaware River in the midst of a massive industrial complex along both river banks. After the proposed switch to coal, the plant, alone, could result in SO_2 concentrations within 20 - 30 percent of the national 24-hr. standard. Together with the other sources in the area, this might result in air quality violations, and the fuel conversion is not recommended.

3.3.3 Other Major Combustion Source Assessment

The emissions summaries of Tables A-6 and A-7, together with the data of Table D-3, indicate that: (1) this source category is an insignificant contributor to both particulate and SO_2 emissions; (2) a switch to coal (possible for very few sources) by this category would result in

inconsequential clean fuel savings. Hence, there seems little merit in instituting oil-to-coal conversions in this source group.

3.3.4 Area Source Assessment

This source category contributes very little to either the TSP or the SO_2 emissions of the Region. On the other hand, such sources offer very little potential for clean fuel savings because of their small size and lack of fuel conversion flexibility.

3.3.5 Fuel Use Assessment

(Data not available for this AQCR.)

3.4 NEW JERSEY INTRASTATE REGION (150)

3.4.1 Regional Assessment

The regional indicators for this AQCR (Appendix B) signify that the Region is not a good candidate for relaxation of the particulate emission regulations, and it has marginal potential for relaxation of the fuel sulfur content limitation. These statements are founded on the reasons below:

- TSP - air quality violations, a large (28%) emission contribution by combustion sources, and a negative tolerance for emissions increase, plus AQMA counties.
- SO_2 - a very large (82%) contribution from combustion sources to total regional SO_2 emissions.

Although fuel combustion contributes a large percentage of the emissions, it is a large percentage of a relatively small (60,000 ton/yr.) emission total.

3.4.2 Power Plant Assessment

Only two power plants were the subject of diffusional analysis in this Region: ACE - the England Plant and the Missouri Avenue Plant. Because the latter plant already burns coal, it was modeled in its 1972 configuration only. The results for the England station are summarized as follows:

- England Plant - this plant is located in a tidal marsh on the south shore of Great Egg Harbor in an area with very low population density and no heavy industry. In addition, there are no air quality violations in the locale. Although the impact of the suggested fuel switch on air quality is not insignificant, it should not result in any air quality violations if proper fly ash control is implemented. The required degree of control to avoid TSP air quality violations must be based on more detailed modeling analysis, taking into account the expansion of the facility (Table 2-3).

In summary the England Plant appears to be a potential candidate for conversion of units 1 and 2 to coal.

3.4.3 Other Major Combustion Source Assessment

A few large plants constitute the major clean fuel users in this category.(See Appendix D.) Because no information is available concerning the configuration of their boilers (except capacity) or of the air quality effects of conversion from oil to coal, these plants can only be noted as possible candidates. A more rigorous investigation would be needed in order to make a positive recommendation.

3.4.4 Area Source Assessment

Area combustion source emissions are significant parts of the AQCR totals for both particulates (14%) and SO_2 (17%), although again the totals are small. Because of the general lack of convertability of these small sources and the small magnitude of any clean fuel savings, these sources are not considered candidates for fuel conversion.

3.4.5 Fuel Use Assessment

The fuel use summary (Table F-3) shows that 80% of the fuel oil and 90% of the natural gas in this Region are consumed by area sources, which are not likely candidates for fuel conversion.

3.5 NORTHEAST PENNSYLVANIA - UPPER DELAWARE VALLEY INTERSTATE REGION (151)

3.5.1 Regional Assessment

This Region is not considered a good candidate for particulate regulation relaxation, but it does have potential for fuel sulfur content

relaxation. The poor TSP evaluation is based on the following items:

- TSP - air quality violations, proposed AQMA designation, negative tolerance for emissions increase.

An important factor with regard to SO_2 is that New Jersey combustion sources are responsible for only five percent of the regional total.

3.5.2 Power Plant Assessment

The Walden modeling reports[1,2] used for the other Regions did not include any power plants in this AQCR. However, an earlier analysis[4] did contain modeling results for the Gilbert Plant operated by New Jersey Power & Light. The conclusion of this report was that, because of the location of the plant in the narrow confines of the upper Delaware Valley, it should not be considered for coal conversion.

3.5.3 Other Major Point Source Assessment

There are no significant fuel burning sources of particulates or SO_2 in the New Jersey portion of the Region.

3.5.4 Area Source Assessment

Area source emissions are not prominent contributors of either particulates or of sulfur dioxide in the AQCR. Nevertheless, the small magnitude of any clean fuel savings from these sources make them poor candidates for fuel conversion.

3.5.5 Fuel Use Assessment

(Data not available for this AQCR.)

4.0 REFERENCES

1. "Modeling Analysis of Power Plants for Fuel Conversion," (Group I), prepared by Walden Research, for Environmental Protection Agency, 15 July 1974.

2. Ibid, (Group III), 9 September 1974.

3. "1972 National Emissions Report," Report No. EPA - 450/2-74-012, U. S. Environmental Protection Agency, June 1974.

4. Diffusional Analysis of Gilbert Power Plant, performed by Walden Research, for Environmental Protection Agency, 1 April 1974.

5. "Steam - Electric Plant Factors/1972," 23rd edition, National Coal Association, 1973.

6. Electrical World Directory of Electric Utilities, 81st edition, McGraw Hill, Inc., New York, N. Y., 1972.

7. "Compilation of Air Pollutant Emission Factors," Publication No. AP-42, U. S. Environmental Protection Agency, July 1974.

8. "Federal Air Quality Control Regions," Publication No. AP-102, U. S. Environmental Protection Agency, January 1972.

9. SAROAD (Storage and Retrieval of Aerometric Data) computer printouts for 1973.

10. Federal Power Commission (FPC) fuel usage projections for major power plants in New Jersey, status as of 5 July 1974.

11. "Stationary Source Fuel Summary Report," National Emission Data System, Environmental Protection Agency, 23 September 1974.

APPENDIX A

State Implementation Plan Background

TABLE A-1 NEW JERSEY AIR POLLUTION CONTROL AREAS

Air Quality Control Region	Federal Number	Priority Classification[1] Particulates	SO_x	NO_x	Population 1975 (Millions)	AQMA Designations[2] TSP Counties	SO_x Counties
Metropolitan Philadelphia (N.J., Pa., Del.)	45	I	I	III	6.06	(6) Bucks,[p] Chester,[p] Delaware[p] Montgomery[p] Philadelphia,[p] Mercer	(1) Camden
New Jersey Intrastate (N.J.)	150	III	IA	III	.59	(2) Atlantic Ocean	(0)
New Jersey - New York - Connecticut (N.J., N.Y., Conn.)	43	I	I	I	18.72	(13) Hudson, Monmouth, Morris Middlesex, Essex, Union, Bergen, New York,[n] Nassau,[n] Rockland,[n] Suffolk,[n] Westchester,[n] Somerset	(8) New York,[n] Nassau,[n] Rockland,[n] Suffolk[n] Westchester,[n] Essex, Union, Middlesex
Northeast Pennsylvania - Upper Delaware Valley (N.J. - Pa.)	151	I	II	III	2.09	(6) Warren, Lehigh,*[p] Northampton,*[p] Berks,*[p] Lackawanna,*[p] Luzerne*[p]	

1. Criteria Based on Maximum Measured (or Estimated) Pollution Concentration in Area

Priority	I	II	III
	Greater than	From - To	Less than
Sulfur oxide: ($\mu gm/m^3$)			
Annual arithmetic mean	100	60-100	60
24-hour maximum	455	260-455	260
Particulate matter: ($\mu gm/m^3$)			
Annual geometric mean	95	60-95	60
24 hour maximum	325	150-325	150

2. Federal Register, August, 1974 SMSA's showing potential for NAAQS violations due to growth

p Pennsylvania counties

n New York counties

* Only parts of these counties are included.

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TABLE A-2 NEW JERSEY AND NATIONAL AMBIENT AIR QUALITY STANDARDS

All concentrations in $\mu gms/m^3$

	Total Suspended Particulate		Sulfur Oxides			Nitrogen Dioxide
	Annual	24-Hour	Annual	24-Hour	3-Hour	Annual
Primary	75(G)	260[1]	80(A)	365[1]	-----	100(A)
Secondary	60(G)	150[1]	----	----	1300[1]	100(A)

1. Not to be exceeded more than once per year.

TABLE A-3. New Jersey Air Quality Status, TSP[1]

AQCR No.	No. Stations Reporting	TSP Concentration ($\mu g/m^3$)				Number of Stations Exceeding Ambient Air Quality Standards						% Reduction Required To Meet Standards[4]	Standard on Which Reduction is Based
		Highest Reading		2nd Highest Reading		Primary		Secondary					
		Annual	24-Hr	24-Hr	Background	Annual	24-Hr[3]	Annual	%	24-Hr[3]	%		
43[2,5]	166	125	489	307	35	5	4	18	11	56	38	72	Annual Secondary 60 $\mu g/m^3$
150	9	47	250	153	35	0	0	0	0	1	11	2.5	24-Hr Secondary 150 $\mu g/m^3$
45[2,6]	60	87	558	387	35	1	3	2	3	13	22	67	24-Hr Secondary 150 $\mu g/m^3$
151[2,7]	32	232	806	549	35	3	1	3	9	7	22	87	Annual Secondary 60 $\mu g/m^3$

1. 1973 air quality data in National Air Data Bank as of June 7, 1974
2. Interstate.
3. Violations based on 2nd highest reading at any station.
4. Formula:

$$\frac{\text{2nd Highest 24-Hr} - \text{24-Hr Secondary Standard}}{\text{2nd Highest 24-Hr} - \text{Background}} \times 100, \quad \frac{\text{Annual} - \text{Annual Secondary Standard}}{\text{Annual} - \text{Background}} \times 100$$

5. Highest and Second Highest 24-Hr readings are in New York portion of AQCR.
6. Highest 24-Hr reading is in Delaware portion of AQMA, Second Highest 24-Hr reading is in Pennsylvania portion.
7. Highest and Second Highest 24-Hr readings are in Pennsylvania portion of AQCR.

TABLE A-4 N.J. AQCR AIR QUALITY STATUS, SO_2[1]

AQCR No.	No. Stations 24 Hr	Reporting Cont.	SO_2 Concentration (ugm/m^3) Highest Reading Annual	Highest Reading 24-Hr	2nd Highest Reading 24-Hr	Number of Stations Exceeding Ambient Air Quality Standards Primary Annual	Primary 24-Hr[3]	Secondary 3-Hr[3]	% Reduction Required to Meet Standards[4]	Standard on which reduction is based
43[2,5]	47	71	86	1381	93	1	8	2	7	Annual $80\mu g/m^3$
150	0	2	19	74	-	0	0	0	-321	Annual $80\ \mu g/m^3$
45[2,6]	11	23	80	416	206	0	0	0	0	Annual $80\ \mu g/m^3$
151[2]	3	1	30	223	119	0	0	0	-167	Annual $80\ \mu g/m^3$

1. 1973 air quality data in National Air Data Bank as of June 7, 1974.
2. Interstate.
3. Violations based on 2nd highest reading at any station.
4. Formula:

$$\frac{(\text{2nd Highest 24-Hr} - \text{24-Hr Standard})}{\text{2nd Highest 24-Hr}} \times 100, \quad \frac{(\text{Annual} - \text{Annual Standard})}{\text{Annual}} \times 100$$

5. Highest Annual reading in New York portion of AQCR, Highest 24-Hr in Conn. portion.
6. Highest and Second Highest 24-Hr. readings are in Pa. portion of AQCR.

TABLE A-5. New Jersey Fuel Combustion Source Summary.

AQCR No.	No. of Power Plants[1]	No. of Other N. J. Fuel Combustion Plants[2]		No. of Area Sources[3]	Total Emissions for AQCR (10^3 tons/yr.)		% Emissions from N. J. Fuel Combustion Sources	
		TSP	SO_2		Part.	SO_2	Part.	SO_2
043[4]	14	23	12	9	229	640	12	51
045	5	7	3[5]	5	1050	827	~0.5	11
150	3	2	1[5]	4	14	60	28	82
151[4]	1	0[5]	1[5]	3	231	367	2	5
Total	23	32	17	21	1524	1834	-	-

1. New Jersey plants.
2. New Jersey plants, which, together with power plants, contribute at least 90% of the total New Jersey point source fuel combustion emissions. Because of the large number of small TSP sources in AQCR's 043 and 045, the percentages for these regions are 69 and 85, respectively.
3. New Jersey counties.
4. Interstate region.
5. Power plants alone contribute over 90% of the point source emissions in the New Jersey portion of the region.

TABLE A-6. New Jersey Emissions Summary for Particulates.[1]

AQCR	AQCR Total (10^3 ton/yr.)	Electricity Generation (10^3 ton/yr.)	%	Industrial/Commercial/ Institutional Combustion Pt. Source[2] (10^3 ton/yr.)	%	Area Source Fuel Combustion (10^3 ton/yr.)	%
043	229	8	3	6	3	14	6
045	1050	4	0	1	0	3	0
150	14	1	7	1	7	2	14
151	231	3	1	0	0	1	0

1. Emissions in NEDS summary document of June 1974.

2. These emissions are only those from the sources in the "Other" category of Table A-5.

TABLE A-7. New Jersey Emissions Summary for Sulfur Dioxide.[1]

AQCR	AQCR Total (10^3 ton/yr.)	New Jersey Electricity Generation (10^3 ton/yr.)	%	Industrial/Commercial/ Institutional Combustion Pt. Source[2] (10^3 ton/yr.)	%	Area Source Fuel Combustion (10^3 ton/yr.)	%
043	640	152	24	31	5	63	10
045	827	74	9	2	0	14	2
150	60	37	62	2	3	10	17
151	307	11	4	0	0	2	1

1. Emissions in NEDS summary document of June 1974.
2. These emissions are only those from the sources in the "Other" category of Table A-5.

TABLE A-8. New Jersey Particulate Emission Regulation for Fuel Combustion

Heat Input Rate[1] (10^6 Btu./hr.)	Allowable Emissions (lb./hr.)	Heat Input Rate[1] (10^6 Btu./hr.)	Allowable Emissions (lb./hr.)
1	0.6	180	19.3
10	6	200	20
20	8	400	40
30	9	600	60
40	10	800	80
50	11	1,000	100
60	12	2,000	200
70	13	3,000	300
80	14	4,000	400
90	14.5	5,000	500
100	15	6,000	600
120	16.5	7,000	700
140	17.5	8,000	800
160	18.5	10,000	1000

1. Heat input rate is the sum of the heat input rates of all fuel burning equipment discharging through a common stack.

TABLE A-9. New Jersey Fuel Sulfur Content Regulations.[1]

AQCR	Sulfur Content (% by Wt.)
043 - N. J./N. Y./Conn. Interstate	No. 2 Oil - 0.2 No. 6 Oil - 0.3 Coal - 0.2
045 - Metropolitan Philadelphia Interstate	Same as 043.
150 - N. J. Intrastate	No. 2 Oil - 0.3 No. 6 Oil - 0.5 Coal - 0.7
151 - N. E. Pa.-Upper Del. Valley Interstate	Same as 150.

1. In addition to the above sulfur content limitations, the following SO_2 emission limitations are in effect:

   Single Units (200×10^6 Btu./hr. or larger) - 0.3 lb/10^6 Btu. input.

   Multi-Units (450×10^6 Btu./hr. or larger) - 0.3 lb/10^6 Btu. input.

   Non-Commercial Units - 310 ppm SO_2 by volume adjusted to 12% by volume.

TABLE A-10. Control Strategy Assessment - Particulates

	State Implementation Plan Requirements				Requirements Based on 1973 Data			Tolerance for Emission Increase[3]
AQCR	Baseline Air Quality ($\mu g/m^3$)	Baseline Emissions (tons/yr.)	Allowable Emissions (tons/yr.)	Predicted 1975 Emissions (tons/yr.)	1973 Air Quality ($\mu g/m^3$)	NEDS Emissions[1] (tons/yr.)	Allowable Emissions (tons/yr.)	(tons/yr.)
043	120 (ann.)	91,606	26,943	52,740	125 (ann.)	102,784	28,780	-23,960
045	([2])	34,203	([2])	27,066	387 (24-hr.)	40,832	13,475	-13,591
150	([2])	11,932	([2])	16,911	153 (24-hr.)	13,723	13,311	-3,600
151	([2])	2,927	([2])	2,362	232 (ann.)	9,947	1,294	-1,068

1. From NEDS summary document, June 1974.

2. None. The control strategies for these regions utilized example region approach based on AQCR 043.

3. Difference between 1973-based allowable and predicted 1975 emissions.

TABLE A-11 Control Strategy Assessment - SO_2

	State Implementation Plan Requirements				Requirements Based on 1973 Data			Tolerance for Emission Increase[3]
AQCR	Baseline Air Quality ($\mu g/m^3$)	Baseline Emissions (tons/yr.)	Allowable Emissions (tons/yr.)	Predicted 1975 Emissions (tons/yr.)	1973 Air Quality ($\mu g/m^3$)	NEDS Emissions[1] (tons/yr.)	Allowable Emissions (tons/yr.)	(tons/yr.)
043	138 (ann.)	286,166	166,000	150,584	86 (ann.)	317,693	295,000	144,416
045	([2])	117,777	([2])	42,808	80 (ann.)	120,481	120,481	77,673
150	([2])	65,987	([2])	70,691	19 (ann.)	57,872	243,641	172,950
151	([2])	11,864	([2])	9,454	30 (ann.)	15,135	40,410	30,956

1. From NEDS summary document, June 1974.
2. None. The control strategies for these regions utilized example region approach based on AQCR 043.
3. Difference between 1973-based allowable and predicted 1975 emissions.

APPENDIX B

Regional Indicators

B-1 REGIONAL INDICATORS FOR RELAXATION OF REGULATIONS-PARTICULATES

	Air Quality		Expected		Emissions		Tolerance for
AQCR	No. of Monitors	Sites with A. Q. Violations[1]	Attainment Date for Stds.	AQMA Designations	Total (10^3 ton/yr.)	% from Fuel Combustion	Emission Increase[5] (10^3 ton/yr.)
043	166	61	7/75[2]	Yes	229	12	-23,960
045	60	15	7/75[2]	Yes	1,050	<0.5	-13,591
150	9	1	([3])	Yes	14	28	- 3,600
151	32	7	7/75	Yes	231	2	- 1,068

1. If a particular site violated standards for more than one time period, it was counted only once.
2. 18-Month extension granted for secondary standard.
3. Air quality standards met.
4. A negative value indicates more restrictive regulations are needed to meet the standards.

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B-2 REGIONAL INDICATORS FOR RELAXATION OF REGULATIONS-SULFUR DIOXIDE

AQCR	Air Quality: No. of Monitors[1]	Air Quality: Sites with A. Q. Violations[2]	Expected Attainment Date for Stds.	AQMA Designations	Emissions: Total (10^3 ton/yr.)	Emissions: % from Fuel Combustion	Tolerance for Emission Increase (10^3 ton/yr.)
043	118	9	7/75	Yes	640	39	144,416[5]
045	34	0	7/75	Yes	827	11	77,673
150	2	0	([3])	No	60	82	172,950
151	4	0	7/75	No	307	5	30,956

1. Includes both 24-hr. bubblers and continuous monitors.
2. Because different equipment is used for the 24-hr. and continuous measurements, a site which showed both types of violation is counted as 2 violations.
3. Presently meets standards.
4. This is based on a questionable emission projection for 1975.

APPENDIX C

Power Plant Assessment

TABLE C-1. Power Plant Assessment for New Jersey

AQCR	Plant	Capacity (10^6 Watts)	Projected 1975 Fuel Use		Fuel Sulfur Content (%) by Regulation
			Fuel	Quantity[1]	
043	Jersey Central Sayreville	347	Oil	138,481 (F)	0.30
	Jersey Central Werner	116	Oil	40,320 (F)	0.30
	P. S. E. & G. Bergen	650	Coal	50,180 (F)	0.20
			Oil	184,506	0.30
			Gas	2,739	--
	P. S. E. & G. Edison	502 (gas turb.)	Oil	3,277 (N)	0.30
			Gas	201	--
	P. S. E. & G. Essex	300	Oil	80,346 (F)	0.30
	P. S. E. & G. Harrisen	35 (est.)	Oil	4,413 (N)	0.30
	P. S. E. & G. Hudson	1115	Coal	952,350 (F)	0.20
			Oil	132,594	0.30
			Gas	6,815	--
	P. S. E. & G. Jersey City (St. Pauls St.)	30 (est.)	Oil	3,736 (N)	0.30
	P. S. E. & G. Kearny	599	Coal	3,200 (F)	0.20
			Oil	113,274	0.30
	P. S. E. & G. Linden	612	Oil	117,516 (F)	0.30
	P. S. E. & G. Marion	125	Oil	53,000 (F)	0.30
	P. S. E. & G. Paterson	20 (est.)	Oil	2,587 (N)	0.30
	P. S. E. & G. Raymond Ave. Newark	25 (est)	Oil	3,580 (N)	0.30
	P. S. E. & G. Sewaren	820	Coal	26,470 (F)	0.20
			Oil	242,171	0.30
			Gas	1,324	--
045	Atl. City Elec. Deepwater	308	Coal	17,520 (F)	0.20
			Oil	96,547	0.30
			Gas	2,855	--

1. Coal - tons/yr, oil - 10^3 gal/yr., gas - 10^6 cu. ft./yr. Estimates are from FPC (F) or the NEDS (N) files of June 1974.

TABLE C-1. Power Plant Assessment for New Jersey

AQCR	Plant	Capacity (10^6 Watts)	Projected 1975 Fuel Use		Fuel Sulfur Content (%) by Regulation
			Fuel	Quantity[1]	
	P. S. E. & G. Burlington	491	Coal	55,350 (F)	0.20
			Oil	158,046	0.30
	P. S. E. & G. Mercer	653	Coal	1,222,940 (F)	0.20
			Gas	2,439	-
	P. S. E. & G. Trenton	10 (est.)	Oil	1,250 (N)	0.30
150	Atl. City Elec. England	459	Coal	139,926 (est.)	0.20
			Oil	235,198 (est.)	0.30
	Atl. City Elec. Middle	87 (gas turb.)	Oil	2,360 (N)	0.30
	Atl. City Elec. Missouri Ave.	50 stm.	Coal	55,330	0.20
		61 g.t.	Oil	5,920	0.30
151	N.J. P & L. Gilbert	370	Oil	51,114	0.30
			Gas	564	-

1. Coal - tons/yr, oil - 10^3 gal/yr., gas - 10^6 cu. ft./yr. Estimates are from FPC (F) or the NEDS (N) files of June 1974.

Table C-2. Summary of Modified 1975 Fuel Use.[1]

AQCR	Plant/Conversion	Fuel Usage Type	% Ash	% S	Quantity[2]	Particulate Control Efficiency (%)
043	Jersey Central - Sayreville Switch Units 1&2 partially to coal.	Coal Oil	15 --	1.5 0.3	649 36,204	0
	Jersey Central - Werner Switch Unit 4 partially to coal.	Coal Oil	10 --	3.0 0.3	163 13,146	85
	Public Service - Bergen Switch Units 1&2 to coal.	Coal	15	1.5	1,253	90
045	Atlantic City E. - Deepwater Switch Units 1&8 partially to coal.	Coal Oil	15 --	3.0 0.3	420 116,718	Unit 1 - 90 Unit 8 - 85
	Public Service - Burlington Switch Stacks 5&7 partially to coal.	Coal Oil	15 --	2.0 0.3	1,085 7,308	Units 5&6 - 85 Unit 7 - 90
	Public Service - Mercer (1972 operations)	Coal	11	1.4	936	99
150	Atlantic City E. - England Switch Units 1&2 to coal.	Coal	10	2.3	661	85
	Atlantic City E. - Missouri Ave. (1972 operations)	Coal	5.0	0.6	147	86
151	NO MODELLING FOR THIS REGION					

1. These fuel data represent the assumed values utilized by Walden Research in modeling these specific plants.

2. Units are: coal - 10^3tons/yr.; oil - 10^3gal./yr.; gas - 10^6cu.ft./yr.

TABLE C-3. Summary of New Jersey Power Plant Modeling Results

AQCR	Plant/Situation	Maximum 24-Hr Concentration ($\mu g/m$) SO_2 Nominal Load	SO_2 Maximum Load	TSP Nominal Load	TSP Maximum Load	Contribution to Maximum Annual Concentrations ($\mu g/m$) SO_2	Contribution to Maximum Annual Concentrations ($\mu g/m$) TSP
043	Sayreville - 1972 Operation	56	51	9	9	4	< 1
	Modified Op.	204	166	97	97	16	8
	Werner - 1972 Operation	74	86	12	14	3	< 1
	Modified Op.	267	247	13	15	11	< 1
	Bergen - 1972 Operation	19	14	3	2	1	< 1
	Modified Op.	208	154	53	40	18	3
045	Deepwater - 1972 Operation	46	59	7	9	4	1
	Modified Operation	274	296	64	66	19	3
	Burlington - 1972 Operation	32	45	5	6	3	1
	Modified Op.	288	245	126	105	15	6
	Mercer - 1972 Operation	160	185	3	5	6	< 1
150	England - 1972 Operation	41	39	3	2	2	< 1
	Modified Op.	191	183	5	5	11	< 1
	Missouri Ave. - 1972 Operation	30	27	20	17	2	2
151	NO MODELING FOR THIS REGION						

TABLE C-4. New Jersey Power Plant Assessment Summary

AQCR	1975 Effects of Sulfur Dioxide Regulations						Required TSP Emission Reduction (tons/yr.)
	Existing		Modified[1]				
	Coal Consumption (10^3 tons/yr.) (tons/yr. <1.0% S content)	SO_2 Emission Reduction (tons/yr.)	Coal Consumption (10^3 tons/yr.) <1% S	1-2% S	>2% S	SO_2 Emission Reduction (tons/yr.)	
043	1,032	18,960	982	1,902	163	-36,169	666
045	1,296	27,330	0	2,021	420	-33,380	894
150	195	7,711	147	0	661	-15,256	182
151	0	0	0	0	0	0	2840

1. Assuming the fuel conversions of Table C-2.

APPENDIX D

Industrial, Commercial, Institutional Source Assessment

Table D-1. Major Industrial/Commercial Fuel Combustion Source Assessment - PARTICULATES [1]

AQCR	Name of Plant	Boiler Size (10^6 Btu/hr.)	Fuel Usage				Emissions (tons/yr.)		
			Type	% Ash	% S	Quantity[2]	Actual	Allowable	Reduction
043	American Cyan. Bridgewater Twp.	390	Coal	15.0	0.5	47	899	171	728
		270	Oil	-	0.5	9,800	110	118	0
			Gas	-	-	352			
		220	Oil	-	0.5	3,520	52	140	0
			Gas	-	-	13			
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

1. [illegible]
2. [illegible]

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Table D-1. Major Industrial/Commercial Fuel Combustion Source Assessment - PARTICULATES[1]

AQCR	Name of Plant	Boiler Size (10^6 Btu/hr.)	Fuel Usage				Emissions (tons/yr.)		
			Type	% Ash	% S	Quantity[2]	Actual	Allowable	Reduction
043	National Lead Titan - Sayreville	344 (3)	Oil	-	0.50	30,890	355	452	0
	Ashland Chem. Newark	44	Coal	11.0	0.60	12	344	46	298
	Hercules Inc. Kenvil	130 (2)	Oil	-	0.50	3,400	40	150	0
		40 (3)	Oil	-	0.50	5,054	88	131	0
		90	Oil	-	0.50	2,350	27	64	0
		200	Oil	-	0.50	5,200	60	88	0
	Merck Chem. Rahway	500	Oil	-	0.48	18,000	207	219	0
	Fort Monmouth	337 (total of 5 blrs.)	Oil	-	0.30	3,817	28	271	0
		27 (total of 4 blrs.)	Coal	10.0	0.70	1.3	86	73	13
	Hercules Inc. Parlin	204	Oil	-	0.5	4,900	56	89	0
		18 (3)	Coal	10.3	0.64	69	54	89	0

1. Data in this table were in the NEDS FILES AS OF June 1974.
2. Units are: Coal - 10^3 tons/yr., Oil - 10^3 gal/yr., Gas - 10^6 cu. ft./yr.

Table D-1. Major Industrial/Commercial Fuel Combustion Source Assessment - PARTICULATES[1]

AQCR	Name of Plant	Boiler Size (10^6 Btu/hr.)	Fuel Usage				Emissions (tons/yr.)		
			Type	% Ash	% S	Quantity[2]	Actual	Allowable	Reduction
043	Reading Co. Carteret	59	Oil	-	1.04	5,000	59	52	7
		47	Oil	-	1.04	4,000	47	47	0
045	McGuire AFB	353	Coal	7.5	0.70	40	195	42	153
	GAF Co. Gloucester	161 (2)	Oil	-	0.30	12,000	138	162	0
		40 (4)	Oil	-	0.30	2,000	24	175	0
	Burlington AAP	672	Oil	-	0.50	8,850	98	294	0
	Gulf & Western Gloucester	67 (2)	Oil	-	0.50	8,090	93	56	37
	RCA Corp. Camden	150 (2)	Oil	-	0.30	7,740	88	74	14
150	Lenox China Pomona	1048 (3)	Oil	-	0.50	52,040	598	481	117

1. Data in this table were in the NEDS FILES AS OF June 1974.
2. Units are: Coal - 10^3 tons/yr., Oil - 10^3 gal/yr., Gas - 10^6 cu. ft./yr.

Table D-1. Major Industrial/Commercial Fuel Combustion Source Assessment - PARTICULATES[1]

AQCR	Name of Plant	Boiler Size (10^6 Btu/hr.)	Fuel Usage				Emissions (tons/yr.)		
			Type	% Ash	% S	Quantity[2]	Actual	Allowable	Reduction
150	Toms River Chem. Toms River	300	Oil	-	1.00	6,000	72	131	0
			Gas	-	-	300			
		157	Coal	6.0	1.0	1.5	9	80	0
		14 (total of 6 blrs.)	Oil	-	0.10	634	2	37	0
151	NO SIGNIFICANT SOURCES								

1. Data in this table were in the NEDS FILES AS OF June 1974.
2. Units are: Coal - 10^3 tons/yr., Oil - 10^3 gal/yr., Gas - 10^6 cu. ft./yr.

Table D-2. Major Industrial/Commercial Fuel Combustion Source Assessment - SO_2 [1].

AQCR	Name of Plant	Boiler Size (10^6 Btu/hr.)	Fuel Usage				Emissions (tons/yr.)		
			Type	% Ash	% S	Quantity[2]	Actual	Allowable	Reduction
043	Whippany Paper Jefferson	82 (total of 3 blrs.)	Oil	-	5.0	55,234	21,380	1,283	20,097
	EXXON - Bayway Bayonne	1225 (total of 10 blrs.)	Oil	-	0.50	70,172	2,715	1,629	1,086
	Union Carbide Piscataway	559 (total of 3 blrs.)	Coal	8.0	0.7	116	1,543	441	1,102
	National Lead TiO_2 - Sayreville	344 (3)	Oil	-	0.5	30,890	1,212	727	485
	Picatinny Arsenal	237 (2)	Coal	10.5	0.8	43	650	162	488
			Oil	-	1.00	6,240	490	147	343
	Amer. Cyanamid Bridgewater Twp.	390	Coal	15.0	0.50	47	447	179	268
		590 (total of 2 blrs.)	Oil	-	0.50	12,820	950	570	380
	Merck Chem. Rahway	500	Oil	-	0.48	18,000	678	424	254

1. Data in this table were in the NEDS FILES AS OF June 1974.
2. Units are: Coal - 10^3 tons/yr., Oil - 10^3 gal/yr., Gas - 10^6 cu. ft./yr.

Table D-2. Major Industrial/Commercial Fuel Combustion Source Assessment - SO_2[1].

AQCR	Name of Plant	Boiler Size (10^6 Btu/hr.)	Fuel Usage				Emissions (tons/yr.)		
			Type	% Ash	% S	Quantity[2]	Actual	Allowable	Reduction
043	DuPont Linden	123 (total of 5 blrs.)	Oil	-	0.70	6,900	379	162	217
	Int. Smelting Perth Amboy	400	Oil	-	0.75	5,800	341	91	250
	Lever Bros. Edgewater	84 (total of 2 blrs.)	Oil	-	0.50	5,400	212	127	85
			Gas	-	-	47			
	Shell Oil Sewaren	78	Oil	-	0.9	3,000	212	71	141
045	DuPont Carney's Pt.	76 (3)	Oil	-	1.70	8,700	1,161	205	956
	McGuire AFB	353	Coal	7.5	0.50	40	533	213	320
		65 (total of 8 blrs.)	Oil	-	0.70	410	23	10	13
	Burlington AAP	672	Oil	-	0.50	8,850	554	332	222

1. Data in this table were in the NEDS FILES AS OF June 1974.
2. Units are: Coal - 10^3 tons/yr., Oil - 10^3 gal/yr., Gas - 10^6 cu. ft./yr.

Table D-2. Major Industrial/Commercial Fuel Combustion Source Assessment - SO_2[1].

AQCR	Name of Plant	Boiler Size (10^6 Btu/hr.)	Fuel Usage				Emissions (tons/yr.)		
			Type	% Ash	% S	Quantity[2]	Actual	Allowable	Reduction
150	A. E. Stone Pleasantville	16 (total of 2 blrs.)	Oil	-	0.50	940	10	10	0
		1032	Oil	-	0.5	51,100	2,010	2,010	0
151	Riegal Paper Milford	80	Oil	-	1.00	4,800	341	171	170

1. Data in this table were in the NEDS FILES AS OF June 1974.
2. Units are: Coal - 10^3 tons/yr., Oil - 10^3 gal/yr., Gas - 10^6 cu. ft./yr.

Table D-3. New Jersey Major Commercial/Industrial Combustion Source Summary.[1]

AQCR	Fuel Use Data: Type	% Ash	% S: Existing	% S: Allowable	Quantity[2]	Part. Emissions (tons/yr.): Existing	Part. Emissions (tons/yr.): Allowable[3]	Part. Emissions (tons/yr.): Reduction	SO_2 Emissions (tons/yr.): Existing	SO_2 Emissions (tons/yr.): Allowable	SO_2 Emissions (tons/yr.): Reduction
043	Coal	10.35	0.66	0.20	288	3,262	723	2,539	2,640	782	1,858
	Oil	-	0.55	0.30	211,028	1,959	1,768	191	28,569	5,231	23,338
045	Coal	7.50	0.70	0.20	40	195	42	153	533	213	320
	Oil	-	0.63	0.30	47,380	441	390	51	1,738	547	1,191
150	Coal	6.00	1.00	0.70	1.5	9	9	0	NSS	NSS	NSS
	Oil	-	0.52	0.50	111,014	672	555	117	2,020	2,020	0
151	Coal	-	-	0.70	0	NSS	NSS	NSS	NSS	NSS	NSS
	Oil	-	1.00	0.50	4,800	NSS	NSS	NSS	341	171	170

1. These data are based on the more detailed data of Tables C-1 and C-2.
2. Units are: Coal - 10^3 tons/yr. and Oil - 10^3 gal./yr.
3. In those plants where the allowable emissions exceed the existing emissions, the existing emission is considered to be the allowable value.

NSS - no significant sources in commercial/industrial category.

APPENDIX E

Area Source Assessment

TABLE E-1. AREA FUEL COMBUSION SOURCE EMISSIONS SUMMARY (tons/year)

Air Quality Control Region	No.	Commercial		Industrial		Residential	
		Part.	SO_2	Part.	SO_2	Part.	SO_2
N.J. - N.Y. - Conn.	043	5,678	26,781	3,126	7,452	5,519	29,080
Metropolitan Philadelphia	045	1,246	5,876	642	1,766	1,247	5,992
N. J. Intrastate	150	1,365	6,435	335	1,241	543	2,743
N.E. Pa. - Upper Del. Valley	151	187	879	120	351	243	1,004

SOURCE ID: A STATE- 31 COUNTY- 0080 AQCR- 150 YEAR- 70

EM-EST-PRT(100-TONS)	19	EM-EST-SO2(100-TONS)	72	EM-EST-NOX(100-TONS)	147	EM-EST-HC(100-TONS)	149
EM-EST-CO(100-TONS)	742	% SULF-ANTH-COAL	0.7	% SULF-BITUM-COAL	1.0	% SULF-DIST-OIL	0.5
% SULF-RESID-OIL	1.0	% ASH-ANTH-COAL	7.1	% ASH-BITUM-COAL	9.0	RES-ANTH(10-TONS)	96
RES-BITUM(10-TONS)		RES-DIS-OIL(10E4-GAL)	3018	RES-RID-OIL(10E4-GAL)	0	RES-N-GAS(10E7-CUFT)	280
RES-WOOD(100-TONS)	2	CI-ANTH(10-TONS)		CI-BITUM(10-TONS)		CI-DIS-OIL(10E4-GAL)	6367
CI-RID-OIL(10E4-GAL)	126	CI-N-GAS(10E7-CUFT)	87	CI-WOOD(100-TONS)		IND-ANTH(10-TONS)	0
IND-BITUM(10-TONS)	45	IND-COKE(10-TONS)		IND-DIS-OIL(10E4-GAL)	492	IND-RD-OIL(10E4-GAL)	254
IND-N-GAS(10E7-CUFT)	70	IND-WOOD(100-TONS)	0	IND-PR-GAS(10E7-CUFT)			
RES-OS-INC(10-TONS)	0	IND-OS-INC(100-TONS)	0	CI-OS-INC(100-TONS)	0	PART-EMS(T/YR)	1643.187
RES-OP-BRN(100-TONS)	0	IND-OPN-BRN(100-TONS)	0	CI-OPN-BRN(100-TONS)	0	SO2-EMS(T/YR)	4728.243
GAS-LT-VEH(1000-GAL)	63752	GAS-HVY-VEH(1000-GAL)	8670	GAS-OFF-HWY(1000-GAL)	853	NOX-EMS(T/YR)	9415.721
DIE-HV-VEH(1000-GAL)	5677	DIE-OFF-HWY(10E4-GAL)	83	DIE-RR-LOC(10E4-GAL)	208	HC-EMS(T/YR)	12646.536
COUNTY-POP(1000)	175	DENSITY-CODE	8	MIL-AIRCRAFT(100-LTO)	265	CO-EMS(T/YR)	53954.361
CIV-AIRCRAFT(10-LTO)	4689	COMM-AIRCRAFT(10-LTO)	103	VES-BITUM(10-TONS)		NO. 6-EMS(T/YR)	0.000
VES-DIE-OL(10E4-GAL)	1636	VES-RID-OIL(10E4-GAL)		VES-GAS(1000-GAL)	2791	NO. 7-EMS(T/YR)	0.000
EVAP-SOLVENT(T/YR)	193	EVAP-GAS(10E5-GAL)	726	VEH-MI-LA-RD(10E4-MI)		NO. 8-EMS(T/YR)	0.000
VEH-MI-RURL(10E4-MI)	57605	VEH-MI-SUBAN(10E4-MI)		VEH-MI-URBAN(10E4-MI)	32951	NO. 9-EMS(T/YR)	0.000
DIRT-RD-TRV(1000-MI)		DIRT-AIR-STRIPS(LTO)		CONST-LAND(1000-ACRE)		NO. 10-EMS(T/YR)	0.000
ROCK-H-ST(1000-TONS)		FOREST-FIRE-AR(ACRES)		FOR-FIRE-QU(TON/ACRE)		NO. 11-EMS(T/YR)	0.000
SLASH-BRN-ARE(ACRES)		SLASH-BN-QU(TON/ACRE)		ORCHARD-HEATERS(100)		NO. 12-EMS(T/YR)	0.000
ORCH-DA-FIRED(DA/YR)		STRUCTURE-FIRES(#/YR)		CRB-SIZE-BK(100-CUYD)			
COAL-REF-BURN(#/YR)		COMMENTS					

SOURCE ID: A STATE- 31 COUNTY- 0300 AQCR- 043 YEAR- 70

EM-EST-PRT(100-TONS)	104	EM-EST-SO2(100-TONS)	195	EM-EST-NOX(100-TONS)	637	EM-EST-HC(100-TONS)	963
EM-EST-CO(100-TONS)	5216	% SULF-ANTH-COAL	0.7	% SULF-BITUM-COAL	1.0	% SULF-DIST-OIL	0.5
% SULF-RESID-OIL	1.0	% ASH-ANTH-COAL	7.1	% ASH-BITUM-COAL	9.0	RES-ANTH(10-TONS)	1291
RES-BITUM(10-TONS)		RES-DIS-OIL(10E4-GAL)	8685	RES-RID-OIL(10E4-GAL)	0	RES-N-GAS(10E7-CUFT)	1669
RES-WOOD(100-TONS)	1	CI-ANTH(10-TONS)		CI-BITUM(10-TONS)		CI-DIS-OIL(10E4-GAL)	15009
CI-RID-OIL(10E4-GAL)	298	CI-N-GAS(10E7-CUFT)	205	CI-WOOD(100-TONS)		IND-ANTH(10-TONS)	0
IND-BITUM(10-TONS)	475	IND-COKE(10-TONS)		IND-DIS-OIL(10E4-GAL)	1296	IND-RD-OIL(10E4-GAL)	745
IND-N-GAS(10E7-CUFT)	205	IND-WOOD(100-TONS)	0	IND-PR-GAS(10E7-CUFT)			
RES-OS-INC(10-TONS)	35719	IND-OS-INC(100-TONS)	2614	CI-OS-INC(100-TONS)	1190	PART-EMS(T/YR)	11802.826
RES-OP-BRN(100-TONS)	0	IND-OPN-BRN(100-TONS)	0	CI-OPN-BRN(100-TONS)	0	SO2-EMS(T/YR)	12035.804
GAS-LT-VEH(1000-GAL)	335691	GAS-HVY-VEH(1000-GAL)	45654	GAS-OFF-HWY(1000-GAL)	4378	NOX-EMS(T/YR)	34422.947
DIE-HV-VEH(1000-GAL)	2900	DIE-OFF-HWY(10E4-GAL)	424	DIE-RR-LOC(10E4-GAL)	379	HC-EMS(T/YR)	86858.940
COUNTY-POP(1000)	898	DENSITY-CODE	9	MIL-AIRCRAFT(100-LTO)	2	CO-EMS(T/YR)	391602.121
CIV-AIRCRAFT(10-LTO)	12045	COMM-AIRCRAFT(10-LTO)	0	VES-BITUM(10-TONS)		NO. 6-EMS(T/YR)	0.000
VES-DIE-OL(10E4-GAL)	1636	VES-RID-OIL(10E4-GAL)		VES-GAS(1000-GAL)	562	NO. 7-EMS(T/YR)	0.000
EVAP-SOLVENT(T/YR)	1196	EVAP-GAS(10E5-GAL)	5555	VEH-MI-LA-RD(10E4-MI)		NO. 8-EMS(T/YR)	0.000
VEH-MI-RURL(10E4-MI)	9745	VEH-MI-SUBAN(10E4-MI)		VEH-MI-URBAN(10E4-MI)	467088	NO. 9-EMS(T/YR)	0.000
DIRT-RD-TRV(1000-MI)		DIRT-AIR-STRIPS(LTO)		CONST-LAND(1000-ACRE)		NO. 10-EMS(T/YR)	0.000
ROCK-H-ST(1000-TONS)		FOREST-FIRE-AR(ACRES)		FOR-FIRE-QU(TON/ACRE)		NO. 11-EMS(T/YR)	0.000
SLASH-BRN-ARE(ACRES)		SLASH-BN-QU(TON/ACRE)		ORCHARD-HEATERS(100)		NO. 12-EMS(T/YR)	0.000
ORCH-DA-FIRED(DA/YR)		STRUCTURE-FIRES(#/YR)		CRB-SIZE-BK(100-CUYD)			
COAL-REF-BURN(#/YR)		COMMENTS					

SOURCE ID: A STATE- 31 COUNTY- 0660 AQCR- 095 YEAR- 70

EM-EST-PRT(100-TONS)	29	EM-EST-SO2(100-TONS)	63	EM-EST-NOX(100-TONS)	295	EM-EST-HC(100-TONS)	378
EM-EST-CO(100-TONS)	2003	% SULF-ANTH-COAL	0.7	% SULF-BITUM-COAL	1.0	% SULF-DIST-OIL	0.5
% SULF-RESID-OIL	1.0	% ASH-ANTH-COAL	7.1	% ASH-BITUM-COAL	9.0	RES-ANTH(10-TONS)	528
RES-BITUM(10-TONS)		RES-DIS-OIL(10E4-GAL)	3631	RES-RID-OIL(10E4-GAL)	0	RES-N-GAS(10E7-CUFT)	840
RES-WOOD(100-TONS)	7	CI-ANTH(10-TONS)		CI-BITUM(10-TONS)		CI-DIS-OIL(10E4-GAL)	3119
CI-RID-OIL(10E4-GAL)	62	CI-N-GAS(10E7-CUFT)	43	CI-WOOD(100-TONS)		IND-ANTH(10-TONS)	0
IND-BITUM(10-TONS)	87	IND-COKE(10-TONS)		IND-DIS-OIL(10E4-GAL)	322	IND-RD-OIL(10E4-GAL)	185
IND-N-GAS(10E7-CUFT)	51	IND-WOOD(100-TONS)	0	IND-PR-GAS(10E7-CUFT)			
RES-OS-INC(10-TONS)	2875	IND-OS-INC(100-TONS)	135	CI-OS-INC(100-TONS)	96	PART-EMS(T/YR)	2586.758
RES-OP-BRN(100-TONS)	0	IND-OPN-BRN(100-TONS)	0	CI-OPN-BRN(100-TONS)	0	SO2-EMS(T/YR)	4108.726
GAS-LT-VEH(1000-GAL)	160149	GAS-HVY-VEH(1000-GAL)	21780	GAS-OFF-HWY(1000-GAL)	1575	NOX-EMS(T/YR)	16859.476
DIE-HV-VEH(1000-GAL)	13102	DIE-OFF-HWY(10E4-GAL)	152	DIE-RR-LOC(10E4-GAL)	237	HC-EMS(T/YR)	30157.989
COUNTY-POP(1000)	323	DENSITY-CODE	8	MIL-AIRCRAFT(100-LTO)	307	CO-EMS(T/YR)	136657.914
CIV-AIRCRAFT(10-LTO)	1045	COMM-AIRCRAFT(10-LTO)	0	VES-BITUM(10-TONS)		NO. 6-EMS(T/YR)	0.000
VES-DIE-OL(10E4-GAL)	1636	VES-RID-OIL(10E4-GAL)		VES-GAS(1000-GAL)	699	NO. 7-EMS(T/YR)	0.000
EVAP-SOLVENT(T/YR)	387	EVAP-GAS(10E5-GAL)	1676	VEH-MI-LA-RD(10E4-MI)		NO. 8-EMS(T/YR)	0.000
VEH-MI-RURL(10E4-MI)	10657	VEH-MI-SUBAN(10E4-MI)		VEH-MI-URBAN(10E4-MI)	120914	NO. 9-EMS(T/YR)	0.000
DIRT-RD-TRV(1000-MI)		DIRT-AIR-STRIPS(LTO)		CONST-LAND(1000-ACRE)		NO. 10-EMS(T/YR)	0.000
ROCK-M-ST(1000-TONS)		FOREST-FIRE-AR(ACRES)		FOR-FIRE-QU(TON/ACRE)		NO. 11-EMS(T/YR)	0.000
SLASH-BRN-ARE(ACRES)		SLASH-BN-QU(TON/ACRE)		ORCHARD-HEATERS(100)		NO. 12-EMS(T/YR)	0.000
ORCH-DA-FIRED(DA/YR)		STRUCTURE-FIRES(#/YR)		CRB-SIZE-BK(100-CUYD)			
COAL-REF-BURN(#/YR)		COMMENTS=					

SOURCE ID: A STATE- 31 COUNTY- 0790 AQCR- 095 YEAR- 70

EM-EST-PRT(100-TONS)	48	EM-EST-SO2(100-TONS)	93	EM-EST-NOX(100-TONS)	337	EM-EST-HC(100-TONS)	454
EM-EST-CO(100-TONS)	2965	% SULF-ANTH-COAL	0.7	% SULF-BITUM-COAL	1.0	% SULF-DIST-OIL	0.5
% SULF-RESID-OIL	1.0	% ASH-ANTH-COAL	7.1	% ASH-BITUM-COAL	9.0	RES-ANTH(10-TONS)	1835
RES-BITUM(10-TONS)		RES-DIS-OIL(10E4-GAL)	3720	RES-RID-OIL(10E4-GAL)	0	RES-N-GAS(10E7-CUFT)	700
RES-WOOD(100-TONS)	2	CI-ANTH(10-TONS)		CI-BITUM(10-TONS)		CI-DIS-OIL(10E4-GAL)	5851
CI-RID-OIL(10E4-GAL)	116	CI-N-GAS(10E7-CUFT)	80	CI-WOOD(100-TONS)		IND-ANTH(10-TONS)	0
IND-BITUM(10-TONS)	194	IND-COKE(10-TONS)		IND-DIS-OIL(10E4-GAL)	686	IND-RD-OIL(10E4-GAL)	395
IND-N-GAS(10E7-CUFT)	109	IND-WOOD(100-TONS)	0	IND-PR-GAS(10E7-CUFT)			
RES-OS-INC(10-TONS)	24937	IND-OS-INC(100-TONS)	1278	CI-OS-INC(100-TONS)	831	PART-EMS(T/YR)	7108.869
RES-OP-BRN(100-TONS)	0	IND-OPN-BRN(100-TONS)	0	CI-OPN-BRN(100-TONS)	0	SO2-EMS(T/YR)	5613.332
GAS-LT-VEH(1000-GAL)	179053	GAS-HVY-VEH(1000-GAL)	24351	GAS-OFF-HWY(1000-GAL)	2223	NOX-EMS(T/YR)	19448.202
DIE-HV-VEH(1000-GAL)	15286	DIE-OFF-HWY(10E4-GAL)	215	DIE-RR-LOC(10E4-GAL)	304	HC-EMS(T/YR)	45998.969
COUNTY-POP(1000)	456	DENSITY-CODE	9	MIL-AIRCRAFT(100-LTO)	0	CO-EMS(T/YR)	199231.601
CIV-AIRCRAFT(10-LTO)	0	COMM-AIRCRAFT(10-LTO)	0	VES-BITUM(10-TONS)		NO. 6-EMS(T/YR)	0.000

VES-DIE-OL(10E4-GAL)	818	VES-RID-OIL(10E4-GAL)		VES-GAS(1000-GAL)	262	NO. 7-EMS(T/YR)	0.000
EVAP-SOLVENT(T/YR)	58	EVAP-GAS(10ES-GAL)	1955	VEH-MI-LA-RD(10E4-MI)		NO. 8-EMS(T/YR)	0.000
VEH-MI-RURL(10E4-MI)	67207	VEH-MI-SUBAN(10E4-MI)		VEH-MI-URBAN(10E4-MI)	187129	NO. 9-EMS(T/YR)	0.000
DIRT-RD-TRV(1000-MI)		DIRT-AIR-STRIPS(LTO)		CONST-LAND(1000-ACRE)		NO. 10-EMS(T/YR)	0.000
ROCK-H-ST(1000-TONS)		FOREST-FIRE-AR(ACRES)		FOR-FIRE-QU(TON/ACRE)		NO. 11-EMS(T/YR)	0.000
SLASH-BRN-ARE(ACRES)		SLASH-BN-QU(TON/ACRE)		ORCHARD-HEATERS(100)		NO. 12-EMS(T/YR)	0.000
ORCH-DA-FIRED(DA/YR)		STRUCTURE-FIRES(#/YR)		CRB-SIZE-BK(100-CUYD)			
COAL-REF-BURN(#/YR)		COMMENTS					

SOURCE ID: A STATE- 31 COUNTY- 0780 AQCR- 150 YEAR- 70

EM-EST-PRT(100-TONS)	10	EM-EST-SO2(100-TONS)	48	EM-EST-NOX(100-TONS)	66	EM-EST-HC(100-TONS)	58
EM-EST-CO(100-TONS)	238	% SULF-ANTH-COAL	0.7	% SULF-BITUM-COAL	1.0	% SULF-DIST-OIL	0.5
% SULF-RESID-OIL	1.0	% ASH-ANTH-COAL	7.1	% ASH-BITUM-COAL	9.0	RES-ANTH(10-TONS)	7
RES-BITUM(10-TONS)		RES-DIS-OIL(10E4-GAL)	736	RES-RID-OIL(10E4-GAL)	0	RES-N-GAS(10E7-CUFT)	230
RES-WOOD(100-TONS)	6	CI-ANTH(10-TONS)		CI-BITUM(10-TONS)		CI-DIS-OIL(10E4-GAL)	2749
CI-RID-OIL(10E4-GAL)	55	CI-N-GAS(10E7-CUFT)	38	CI-WOOD(100-TONS)		IND-ANTH(10-TONS)	0
IND-BITUM(10-TONS)	6	IND-COKE(10-TONS)		IND-DIS-OIL(10E4-GAL)	34	IND-RD-OIL(10E4-GAL)	20
IND-N-GAS(10E7-CUFT)	5	IND-WOOD(100-TONS)	0	IND-PR-GAS(10E7-CUFT)			
RES-OS-INC(10-TONS)	0	IND-OS-INC(100-TONS)	0	CI-OS-INC(100-TONS)	0	PART-EMS(T/YR)	978.436
RES-OP-BRN(100-TONS)	0	IND-OPN-BRN(100-TONS)	0	CI-OPN-BRN(100-TONS)	0	SO2-EMS(T/YR)	2863.249
GAS-LT-VEH(1000-GAL)	22499	GAS-HVY-VEH(1000-GAL)	3060	GAS-OFF-HWY(1000-GAL)	293	NOX-EMS(T/YR)	4866.979
DIE-HV-VEH(1000-GAL)	1747	DIE-OFF-HWY(10E4-GAL)	28	DIE-RR-LOC(10E4-GAL)	126	HC-EMS(T/YR)	5251.771
COUNTY-POP(1000)	60	DENSITY-CODE	6	MIL-AIRCRAFT(100-LTO)		CO-EMS(T/YR)	19368.210
CIV-AIRCRAFT(10-LTO)	0	COMM-AIRCRAFT(10-LTO)	0	VES-BITUM(10-TONS)		NO. 6-EMS(T/YR)	0.000
VES-DIE-OL(10E4-GAL)	4363	VES-RID-OIL(10E4-GAL)		VES-GAS(1000-GAL)	2079	NO. 7-EMS(T/YR)	0.000
EVAP-SOLVENT(T/YR)	97	EVAP-GAS(10ES-GAL)	223	VEH-MI-LA-RD(10E4-MI)		NO. 8-EMS(T/YR)	0.000
VEH-MI-RURL(10E4-MI)	29763	VEH-MI-SUBAN(10E4-MI)		VEH-MI-URB&N(10E4-MI)	2197	NO. 9-EMS(T/YR)	0.000
DIRT-RD-TRV(1000-MI)		DIRT-AIR-STRIPS(LTO)		CONST-LAND(1000-ACRE)		NO. 10-EMS(T/YR)	0.000
ROCK-H-ST(1000-TONS)		FOREST-FIRE-AR(ACRES)		FOR-FIRE-QU(TON/ACRE)		NO. 11-EMS(T/YR)	0.000
SLASH-BRN-ARE(ACRES)		SLASH-BN-QU(TON/ACRE)		ORCHARD-HEATERS(100)		NO. 12-EMS(T/YR)	0.000
ORCH-DA-FIRED(DA/YR)		STRUCTURE-FIRES(#/YR)		CRB-SIZE-BK(100-CUYD)			
COAL-REF-BURN(#/YR)		COMMENTS					

SOURCE ID: A STATE- 31 COUNTY- 1050 AQCR- 150 YEAR- 70

EM-EST-PRT(100-TONS)	34	EM-EST-SO2(100-TONS)	82	EM-EST-NOX(100-TONS)	104	EM-EST-HC(100-TONS)	95
EM-EST-CO(100-TONS)	455	% SULF-ANTH-COAL	0.7	% SULF-BITUM-COAL	1.0	% SULF-DIST-OIL	0.5
% SULF-RESID-OIL	1.0	% ASH-ANTH-COAL	7.1	% ASH-BITUM-COAL	9.0	RES-ANTH(10-TONS)	44
RES-BITUM(10-TONS)		RES-DIS-OIL(10E4-GAL)	2797	RES-RID-OIL(10E4-GAL)	0	RES-N-GAS(10E7-CUFT)	182
RES-WOOD(100-TONS)	4	CI-ANTH(10-TONS)		CI-BITUM(10-TONS)		CI-DIS-OIL(10E4-GAL)	3183

CI-RID-OIL(1OE9-GAL)	63	CI-N-GAS(1OE7-CUFT)	99	CI-WOOD(1OO-TONS)		IND-ANTH(1O-TONS)	0
IND-BITUM(1O-TONS)	107	IND-COKE(1O-TONS)		IND-DIS-OIL(1OE9-GAL)	851	IND-RD-OIL(1OE9-GAL)	489
IND-N-GAS(1OE7-CUFT)	135	IND-WOOD(1OO-TONS)	0	IND-PR-GAS(1OE7-CUFT)			
RES-OS-INC(1O-TONS)	25672	IND-OS-INC(1OO-TONS)	260	CI-OS-INC(1OO-TONS)	856	PART-EMS(T/YR)	5655.051
RES-OP-BRN(1OO-TONS)	0	IND-OPN-BRN(1OO-TONS)	0	CI-OPN-BRN(1OO-TONS)	0	SO2-EMS(T/YR)	4090.529
GAS-LT-VEH(1OOO-GAL)	35742	GAS-HVY-VEH(1OOO-GAL)	4861	GAS-OFF-HWY(1OOO-GAL)	690	NOX-EMS(T/YR)	6933.604
DIE-HV-VEH(1OOO-GAL)	3275	DIE-OFF-HWY(1OE9-GAL)	57	DIE-RR-LOC(1OE9-GAL)	178	HC-EMS(T/YR)	20730.485
COUNTY-POP(1OOO)	121	DENSITY-CODE	7	MIL-AIRCRAFT(1OO-LTO)	0	CO-EMS(T/YR)	71309.191
CIV-AIRCRAFT(1O-LTO)	0	COMM-AIRCRAFT(1O-LTO)	0	VES-BITUM(1O-TONS)		NO. 6-EMS(T/YR)	0.000
VES-DIE-OL(1OE9-GAL)	2959	VES-RID-OIL(1OE9-GAL)		VES-GAS(1OOO-GAL)	1805	NO. 7-EMS(T/YR)	0.000
EVAP-SOLVENT(T/YR)	97	EVAP-GAS(1OES-GAL)	419	VEH-MI-LA-RD(1OE9-MI)		NO. 8-EMS(T/YR)	0.000
VEH-MI-RURL(1OE9-MI)	28803	VEH-MI-SUBAN(1OE9-MI)		VEH-MI-URBAN(1OE9-MI)	21967	NO. 9-EMS(T/YR)	0.000
DIRT-RD-TRV(1OOO-MI)		DIRT-AIR-STRIPS(LTO)		CONST-LAND(1OOO-ACRE)		NO. 10-EMS(T/YR)	0.000
ROCK-H-ST(1OOO-TONS)		FOREST-FIRE-AR(ACRES)		FOR-FIRE-QUI(TON/ACRE)		NO. 11-EMS(T/YR)	0.000
SLASH-BRN-ARE(ACRES)		SLASH-BN-QUI(TON/ACRE)		ORCHARD-HEATERS(1OO)		NO. 12-EMS(T/YR)	0.000
ORCH-DA-FIRED(DA/YR)		STRUCTURE-FIRES(#/YR)		CRB-SIZE-BK(1OO-CUYD)			
COAL-REF-BURN(#/YR)		COMMENTS					

SOURCE ID: A STATE- 31 COUNTY- 1380 AQCR- 093 YEAR-

EM-EST-PRT(1OO-TONS)	92	EM-EST-SO2(1OO-TONS)	216	EM-EST-NOX(1OO-TONS)	473	HC(1OO-TONS)	680
EM-EST-CO(1OO-TONS)	3677	% SULF-ANTH-COAL	0.7	% SULF-BITUM-COAL	1.0	SULF-DIST-OIL	0.5
% SULF-RESID-OIL	1.0	% ASH-ANTH-COAL	7.1	% ASH-BITUM-COAL	9.0	RES-ANTH(1O-TONS)	4966
RES-BITUM(1O-TONS)		RES-DIS-OIL(1OE9-GAL)	14823	RES-RID-OIL(1OE9-GAL)	0	RES-N-GAS(1OE7-CUFT)	1252
RES-WOOD(1OO-TONS)	0	CI-ANTH(1O-TONS)		CI-BITUM(1O-TONS)		CI-DIS-OIL(1OE9-GAL)	15009
CI-RID-OIL(1OE9-GAL)	298	CI-N-GAS(1OE7-CUFT)	205	CI-WOOD(1OO-TONS)		IND-ANTH(1O-TONS)	0
IND-BITUM(1O-TONS)	548	IND-COKE(1O-TONS)		IND-DIS-OIL(1OE9-GAL)	1404	IND-RD-OIL(1OE9-GAL)	807
IND-N-GAS(1OE7-CUFT)	222	IND-WOOD(1OO-TONS)	0	IND-PR-GAS(1OE7-CUFT)			
RES-OS-INC(1O-TONS)	18528	IND-OS-INC(1OO-TONS)	2716	CI-OS-INC(1OO-TONS)	618	PART-EMS(T/YR)	9866.388
RES-OP-BRN(1OO-TONS)	0	IND-OPN-BRN(1OO-TONS)	0	CI-OPN-BRN(1OO-TONS)	0	SO2-EMS(T/YR)	14587.277
GAS-LT-VEH(1OOO-GAL)	239792	GAS-HVY-VEH(1OOO-GAL)	32612	GAS-OFF-HWY(1OOO-GAL)	4534	NOX-EMS(T/YR)	29906.385
DIE-HV-VEH(1OOO-GAL)	17707	DIE-OFF-HWY(1OE9-GAL)	439	DIE-RR-LOC(1OE9-GAL)	372	HC-EMS(T/YR)	60192.995
COUNTY-POP(1OOO)	930	DENSITY-CODE	9	MIL-AIRCRAFT(1OO-LTO)	0	CO-EMS(T/YR)	271521.070
CIV-AIRCRAFT(1O-LTO)	2733	COMM-AIRCRAFT(1O-LTO)	8955	VES-BITUM(1O-TONS)		NO. 6-EMS(T/YR)	0.000
VES-DIE-OL(1OE9-GAL)	0	VES-RID-OIL(1OE9-GAL)	667	VES-GAS(1OOO-GAL)	156	NO. 7-EMS(T/YR)	0.000
EVAP-SOLVENT(T/YR)	1291	EVAP-GAS(1OES-GAL)	3392	VEH-MI-LA-RD(1OE9-MI)		NO. 8-EMS(T/YR)	0.000
VEH-MI-RURL(1OE9-MI)	19490	VEH-MI-SUBAN(1OE9-MI)		VEH-MI-URBAN(1OE9-MI)	321123	NO. 9-EMS(T/YR)	0.000
DIRT-RD-TRV(1OOO-MI)		DIRT-AIR-STRIPS(LTO)		CONST-LAND(1OOO-ACRE)		NO. 10-EMS(T/YR)	0.000
ROCK-H-ST(1OOO-TONS)		FOREST-FIRE-AR(ACRES)		FOR-FIRE-QUI(TON/ACRE)		NO. 11-EMS(T/YR)	0.000
SLASH-BRN-ARE(ACRES)		SLASH-BN-QUI(TON/ACRE)		ORCHARD-HEATERS(1OO)		NO. 12-EMS(T/YR)	0.000
ORCH-DA-FIRED(DA/YR)		STRUCTURE-FIRES(#/YR)		CRB-SIZE-BK(1OO-CUYD)			
COAL-REF-BURN(#/YR)		COMMENTS					

SOURCE ID: A STATE- 31 COUNTY- 1760 AQCR- 045 YEAR- 70

EM-EST-PRT(100-TONS)	19	EM-EST-SO2(100-TONS)	46	EM-EST-NOX(100-TONS)	154	EM-EST-HC(100-TONS)	181
EM-EST-CO(100-TONS)	923	% SULF-ANTH-COAL	0.7	% SULF-BITUM-COAL	1.0	% SULF-DIST-OIL	0.5
% SULF-RESID-OIL	1.0	% ASH-ANTH-COAL	7.1	% ASH-BITUM-COAL	9.0	RES-ANTH(10-TONS)	377
RES-BITUM(10-TONS)		RES-DIS-OIL(10E4-GAL)	2657	RES-RID-OIL(10E4-GAL)	0	RES-N-GAS(10E7-CUFT)	280
RES-WOOD(100-TONS)	4	CI-ANTH(10-TONS)		CI-BITUM(10-TONS)		CI-DIS-OIL(10E4-GAL)	2076
CI-RID-OIL(10E4-GAL)	41	CI-N-GAS(10E7-CUFT)	28	CI-WOOD(100-TONS)		IND-ANTH(10-TONS)	0
IND-BITUM(10-TONS)	54	IND-COKE(10-TONS)		IND-DIS-OIL(10E4-GAL)	210	IND-RD-OIL(10E4-GAL)	121
IND-N-GAS(10E7-CUFT)	33	IND-WOOD(100-TONS)	0	IND-PR-GAS(10E7-CUFT)			
RES-OS-INC(10-TONS)	9905	IND-OS-INC(100-TONS)	357	CI-OS-INC(100-TONS)	313	PART-EMS(T/YR)	2855.702
RES-OP-BRN(100-TONS)	0	IND-OPN-BRN(100-TONS)	0	CI-OPN-BRN(100-TONS)	0	SO2-EMS(T/YR)	2910.489
GAS-LT-VEH(1000-GAL)	777141	GAS-HVY-VEH(1000-GAL)	10569	GAS-OFF-HWY(1000-GAL)	893	NOX-EMS(T/YR)	8819.469
DIE-HV-VEH(1000-GAL)	6333	DIE-OFF-HWY(10E4-GAL)	82	DIE-RR-LOC(10E4-GAL)	178	HC-EMS(T/YR)	18530.180
COUNTY-POP(1000)	173	DENSITY-CODE	7	MIL-AIRCRAFT(100-LTO)	0	CO-EMS(T/YR)	75540.777
CIV-AIRCRAFT(10-LTO)	0	COMM-AIRCRAFT(10-LTO)	0	VES-BITUM(10-TONS)		NO. 6-EMS(T/YR)	0.000
VES-DIE-OL(10E4-GAL)	1636	VES-RID-OIL(10E4-GAL)		VES-GAS(1000-GAL)	599	NO. 7-EMS(T/YR)	0.000
EVAP-SOLVENT(T/YR)	194	EVAP-GAS(10E5-GAL)	810	VEH-MI-LA-RD(10E4-MI)		NO. 8-EMS(T/YR)	0.000
VEH-MI-RURL(10E4-MI)	67207	VEH-MI-SUBAN(10E4-MI)		VEH-MI-URBAN(10E4-MI)	93184	NO. 9-EMS(T/YR)	0.000
DIRT-RD-TRV(1000-MI)		DIRT-AIR-STRIPS(LTO)		CONST-LAND(1000-ACRE)		NO. 10-EMS(T/YR)	0.000
ROCK-H-ST(1000-TONS)		FOREST-FIRE-AR(ACRES)		FOR-FIRE-QU(TON/ACRE)		NO. 11-EMS(T/YR)	0.000
SLASH-BRN-ARE(ACRES)		SLASH-BN-QU(TON/ACRE)		ORCHARD-HEATERS(100)		NO. 12-EMS(T/YR)	0.000
ORC-DA-FIRED(DA/YR)		STRUCTURE-FIRES(#/YR)		CRB-SIZE-BK(100-CUYD)			
COAL-REF-BURN(#/YR)		COMMENTS					

SOURCE ID: A STATE- 31 COUNTY- 2290 AQCR- 093 YEAR- 70

EM-EST-PRT(100-TONS)	71	EM-EST-SO2(100-TONS)	181	EM-EST-NOX(100-TONS)	343	EM-EST-HC(100-TONS)	444
EM-EST-CO(100-TONS)	2377	% SULF-ANTH-COAL	0.7	% SULF-B UM-COAL	1.0	% SULF-DIST-OIL	0.5
% SULF-RESID-OIL	1.0	% ASH-ANTH-COAL	7.1	% ASH-B UM-COAL	9.0	RES-ANTH(10-TONS)	2582
RES-BITUM(10-TONS)		RES-DIS-OIL(10E4-GAL)	11601	RES-RID-OIL(E4-GAL)	0	RES-N-GAS(10E7-CUFT)	1113
RES-WOOD(100-TONS)	12	CI-ANTH(10-TONS)		CI-BITUM 0-TONS)		CI-DIS-OIL(10E4-GAL)	10721
CI-RID-OIL(10E4-GAL)	213	CI-N-GAS(10E7-CUFT)	147	CI-WOOD(0-TONS)		IND-ANTH(10-TONS)	0
IND-BITUM(10-TONS)	475	IND-COKE(10-TONS)		IND-DIS-OIL(E4-GAL)	1404	IND-RD-OIL(10E4-GAL)	807
IND-N-GAS(10E7-CUFT)	222	IND-WOOD(100-TONS)	0	IND-PR-GAS(7-CUFT)			
RES-OS-INC(10-TONS)	31170	IND-OS-INC(100-TONS)	1779	CI-OS-INC(0-TONS)	1039	PART-EMS(T/YR)	9677.706
RES-OP-BRN(100-TONS)	0	IND-OPN-BRN(100-TONS)	0	CI-OPN-BRN(0-TONS)	0	SO2-EMS(T/YR)	11213.371
GAS-LT-VEH(1000-GAL)	162390	GAS-HVY-VEH(1000-GAL)	22085	GAS-OFF-HWY(00-GAL)	2969	NOX-EMS(T/YR)	21289.076
DIE-HV-VEH(1000-GAL)	11067	DIE-OFF-HWY(10E4-GAL)	287	DIE-RR-LOC(E4-GAL)	1123	HC-EMS(T/YR)	49378.097
COUNTY-POP(1000)	609	DENSITY-CODE	9	MIL-AIRCRAFT 00-LTO)	0	CO-EMS(T/YR)	207359.062
CIV-AIRCRAFT(10-LTO)	0	COMM-AIRCRAFT(10-LTO)	0	VES-BITUM 0-TONS)		NO. 6-EMS(T/YR)	0.000
VES-DIE-OL(10E4-GAL)	1363	VES-RID-OIL(10E4-GAL)	101	VES-GAS(00-GAL)	1411	NO. 7-EMS(T/YR)	0.000
EVAP-SOLVENT(T/YR)	955	EVAP-GAS(10E5-GAL)	2120	VEH-MI-LA-RD 0E4-MI)		NO. 8-EMS(T/YR)	0.000
VEH-MI-RURL(10E4-MI)	29235	VEH-MI-SUBAN(10E4-MI)		VEH-MI-URBAN 0E4-MI)	201432	NO. 9-EMS(T/YR)	0.000
DIRT-RD-TRV(1000-MI)		DIRT-AIR-STRIPS(LTO)		CONST-LAND(00-ACRE)		NO. 10-EMS(T/YR)	0.000

ROCK-H-ST(1000-TONS)	FOREST-FIRE-AR(ACRES)	FOR-FIRE-QU(TON/ACRE)	NO. 11-EMS(T/YR) 0.000
SLASH-BRN-ARE(ACRES)	SLASH-BN-QUI(TON/ACRE)	ORCHARD-HEATERS(100)	NO. 12-EMS(T/YR) 0.000
ORCH-DA-FIRED(DA/YR)	STRUCTURE-FIRES(#/YR)	CRB-SIZE-BK(100-CUYD)	
COAL-REF-BURN(#/YR)	COMMENTS		

SOURCE ID: A STATE- 31 COUNTY- 2260 AQCR- 151 YEAR- 70

EM-EST-PRT(1000-TONS)	7	EM-EST-SO2(100-TONS)	17	EM-EST-NOX(100-TONS)	69	EM-EST-HC(100-TONS)	69
EM-EST-CO(100-TONS)	326	% SULF-ANTH-COAL	0.7	% SULF-BITUM-COAL	1.0	% SULF-DIST-OIL	0.5
% SULF-RESID-OIL	1.0	% ASH-ANTH-COAL	7.1	% ASH-BITUM-COAL	9.0	RES-ANTH(10-TONS)	159
RES-BITUM(10-TONS)		RES-DIS-OIL(10E6-GAL)	1029	RES-RID-OIL(10E6-GAL)	0	RES-N-GAS(10E7-CUFT)	210
RES-WOOD(100-TONS)	10	CI-ANTH(10-TONS)		CI-BITUM(10-TONS)		CI-DIS-OIL(10E6-GAL)	791
CI-RID-OIL(10E6-GAL)	16	CI-N-GAS(10E7-CUFT)	11	CI-WOOD(100-TONS)		IND-ANTH(10-TONS)	0
IND-BITUM(10-TONS)	23	IND-COKE(10-TONS)		IND-DIS-OIL(10E6-GAL)	13	IND-RD-OIL(10E6-GAL)	75
IND-N-GAS(10E7-CUFT)	21	IND-WOOD(100-TONS)	0	IND-PR-GAS(10E7-CUFT)			
RES-OS-INC(10-TONS)	3496	IND-OS-INC(100-TONS)	32	CI-OS-INC(100-TONS)	122	PART-EMS(T/YR)	1059.090
RES-OP-BRN(100-TONS)	0	IND-OPN-BRN(100-TONS)	0	CI-OPN-BRN(100-TONS)	0	SO2-EMS(T/YR)	1075.968
GAS-LT-VEH(1000-GAL)	11790	GAS-HWY-VEH(1000-GAL)	9595	GAS-OFF-HWY(1000-GAL)	391	NOX-EMS(T/YR)	3604.886
DIE-HD-VEH(1000-GAL)	23	DIE-OFF-HWY(10E6-GAL)	33	DIE-RR-LOC(10E6-GAL)	930	HC-EMS(T/YR)	7329.939
COUNTY-POP(1000)	70	DENSITY-CODE		DIESEL-AIRCRAFT(100-LTO)	0	CO-EMS(T/YR)	26999.895
CIV-AIRCRAFT(10-LTO)	0	CORP-AIRCRAFT(10-LTO)	0	RES-BITUM(10-TONS)		NO. 6-EMS(T/YR)	0.000
RES-DIE-OIL(10E6-GAL)	0	RES-RID-OIL(10E6-GAL)		RES-GAS(100-GAL)	87	NO. 7-EMS(T/YR)	0.000
EVAP-SOLVENT(T/YR)	97	EVAP-GAS(10E6-GAL)	298	RES-N-LA-RD(10E6-MI)		NO. 8-EMS(T/YR)	0.000
RES-MI-SUBU(10E6-MI)	47998	RES-MI-SUBA(10E6-MI)		RES-MI-UNPAV(10E6-MI)	21	NO. 9-EMS(T/YR)	0.000
DIST-RD-TWO(1000-MI)		DIST-AIR-STA(PSILTO)		CONST-LAND(1000-ACRE)		NO. 10-EMS(T/YR)	0.000
TRUCK-N-ST(1000-TONS)		RAIL-ST-FRE-AR(ACRES)		RAIL-ST-PAS-AR(ACRES)		NO. 11-EMS(T/YR)	0.000
SLASH-BRN-ARE(ACRES)		SLASH-BN-QUI(TON/ACRE)		ORCHARD-HEAT #S(100)		NO. 12-EMS(T/YR)	0.000
ORCH-DA-FIRED(DA/YR)		STRUCTURE-FIRES(#/YR)		CRB-SIZE-BK(100-CUYD)			
COAL-REF-BURN(#/YR)		COMMENTS					

SOURCE ID: A STATE- 31 COUNTY- 2260 AQCR- 151 YEAR- 70

RES-OS-INC(10-TONS)	29616	IND-OS-INC(100-TONS)	7456	CI-OS-INC(100-TONS)	8205	PART-EMS(T/YR)	19759.598

[illegible]		[illegible]		[illegible]		[illegible]	

EM-EST-PRT(100-TONS)	56	EM-EST-SO2(100-TONS)	112	EM-EST-NOX(100-TONS)	418	EM-EST-HC(100-TONS)	654				
EM-EST-CO(100-TONS)	3122	% SULF-ANTH-COAL	0.7	% SULF-BITUM-COAL	1.0	% SULF-DIST-OIL	0.5				
% SULF-RESID-OIL	1.0	% ASH-ANTH-COAL	7.1	% ASH-BITUM-COAL	9.0	RES-ANTH(10-TONS)	437				
RES-BITUM(10-TONS)		RES-DIS-OIL(10E4-GAL)	8106	RES-RID-OIL(10E4-GAL)	0	RES-N-GAS(10E7-CUFT)	1530				
RES-WOOD(100-TONS)	7	CI-ANTH(10-TONS)		CI-BITUM(10-TONS)		CI-DIS-OIL(10E4-GAL)	6647				
CI-RID-OIL(10E4-GAL)	132	CI-N-GAS(10E7-CUFT)	91	CI-WOOD(100-TONS)		IND-ANTH(10-TONS)	0				
IND-BITUM(10-TONS)	100	IND-COKE(10-TONS)		IND-DIS-OIL(10E4-GAL)	270	IND-RD-OIL(10E4-GAL)	155				
IND-N-GAS(10E7-CUFT)	93	IND-WOOD(100-TONS)	0	IND-PR-GAS(10E7-CUFT)							
RES-OS-INC(10-TONS)	362811	IND-OS-INC(100-TONS)	1098	CI-OS-INC(100-TONS)	1209	PART-EMS(T/YR)	9639.131				
RES-OP-BRN(100-TONS)	0	IND-OPN-BRN(100-TONS)	0	CI-OPN-BRN(100-TONS)	0	SO2-EMS(T/YR)	7930.508				
GAS-LT-VEH(1000-GAL)	2239101	GAS-HVY-VEH(1000-GAL)	303841	GAS-OFF-HWY(1000-GAL)	2238	NOX-EMS(T/YR)	24805.192				
DIE-HV-VEH(1000-GAL)	17707	DIE-OFF-HWY(10E4-GAL)	217	DIE-RR-LOC(10E4-GAL)	290	HC-EMS(T/YR)	61997.580				
COUNTY-POP(1000)	469	DENSITY-CODE	8	MIL-AIRCRAFT(100-LTO)		CO-EMS(T/YR)	257474.701				
CIV-AIRCRAFT(10-LTO)		COMM-AIRCRAFT(10-LTO)		VES-BITUM(10-TONS)		NO. 6-EMS(T/YR)	0.000				
VES-DIE-DL(10E4-GAL)	3272	VES-RID-OIL(10E4-GAL)		VES-GAS(1000-GAL)	687	NO. 7-EMS(T/YR)	0.000				
EVAP-SOLVENT(T/YR)	668	EVAP-GAS(10E5-GAL)	3392	VEH-MI-LA-RD(10E4-MI)		NO. 8-EMS(T/YR)	0.000				
VEH-MI-RURL(10E4-MI)	7796	VEH-MI-SUBAN(10E4-MI)		VEH-MI-URBAN(10E4-MI)	239383	NO. 9-EMS(T/YR)	0.000				
DIRT-RD-TRV(1000-MI)		DIRT-AIR-STRIPS(LTO)		CONST-LAND(1000-ACRE)		NO. 10-EMS(T/YR)	0.000				
ROCK-N-ST(1000-TONS)		FOREST-FIRE-AR(ACRES)		FOR-FIRE-QU(TON/ACRE)		NO. 11-EMS(T/YR)	0.000				
SLASH-BRN-ARE(ACRES)		SLASH-BN-QU(TON/ACRE)		ORCHARD-HEATERS(100)		NO. 12-EMS(T/YR)	0.000				
ORCH-DA-FIRED(DA/YR)		STRUCTURE-FIRES(#/YR)		CRB-SIZE-BK(100-CUYD)							
COAL-REF-BURN(#/YR)		COMMENTS									

SOURCE ID: A STATE= 31 COUNTY= 3260 AQCR= 093 YEAR= 70

EM-EST-PRT(100-TONS)	38	EM-EST-SO2(100-TONS)	89	EM-EST-NOX(100-TONS)	300	EM-EST-HC(100-TONS)	437				
EM-EST-CO(100-TONS)	2327	% SULF-ANTH-COAL	0.7	% SULF-BITUM-COAL	1.0	% SULF-DIST-OIL	0.5				
% SULF-RESID-OIL	1.0	% ASH-ANTH-COAL	7.1	% ASH-BITUM-COAL	9.0	RES-ANTH(10-TONS)	596				
RES-BITUM(10-TONS)		RES-DIS-OIL(10E4-GAL)	7180	RES-RID-OIL(10E4-GAL)	0	RES-N-GAS(10E7-CUFT)	834				
RES-WOOD(100-TONS)	3	CI-ANTH(10-TONS)		CI-BITUM(10-TONS)		CI-DIS-OIL(10E4-GAL)	5039				
CI-RID-OIL(10E4-GAL)	100	CI-N-GAS(10E7-CUFT)	69	CI-WOOD(100-TONS)		IND-ANTH(10-TONS)	0				
IND-BITUM(10-TONS)	170	IND-COKE(10-TONS)		IND-DIS-OIL(10E4-GAL)	464	IND-RD-OIL(10E4-GAL)	267				
IND-N-GAS(10E7-CUFT)	73	IND-WOOD(100-TONS)	0	IND-PR-GAS(10E7-CUFT)							
RES-OS-INC(10-TONS)	3412	IND-OS-INC(100-TONS)	690	CI-OS-INC(100-TONS)	114	PART-EMS(T/YR)	2944.795				
RES-OP-BRN(100-TONS)	0	IND-OPN-BRN(100-TONS)	0	CI-OPN-BRN(100-TONS)	0	SO2-EMS(T/YR)	5780.605				
GAS-LT-VEH(1000-GAL)	161725	GAS-HVY-VEH(1000-GAL)	21995	GAS-OFF-HWY(1000-GAL)	1867	NOX-EMS(T/YR)	17404.798				
DIE-HV-VEH(1000-GAL)	13280	DIE-OFF-HWY(10E4-GAL)	181	DIE-RR-LOC(10E4-GAL)	521	HC-EMS(T/YR)	32608.039				
COUNTY-POP(1000)	363	DENSITY-CODE	8	MIL-AIRCRAFT(100-LTO)	7	CO-EMS(T/YR)	153668.459				
CIV-AIRCRAFT(10-LTO)	9202	COMM-AIRCRAFT(10-LTO)	0	VES-BITUM(10-TONS)		NO. 6-EMS(T/YR)	0.000				
VES-DIE-DL(10E4-GAL)	0	VES-RID-OIL(10E4-GAL)		VES-GAS(1000-GAL)	599	NO. 7-EMS(T/YR)	0.000				
EVAP-SOLVENT(T/YR)	477	EVAP-GAS(10E5-GAL)	2549	VEH-MI-LA-RD(10E4-MI)		NO. 8-EMS(T/YR)	0.000				
VEH-MI-RURL(10E4-MI)	48725	VEH-MI-SUBAN(10E4-MI)		VEH-MI-URBAN(10E4-MI)	180997	NO. 9-EMS(T/YR)	0.000				
DIRT-RD-TRV(1000-MI)		DIRT-AIR-STRIPS(LTO)		CONST-LAND(1000-ACRE)		NO. 10-EMS(T/YR)	0.000				
ROCK-N-ST(1000-TONS)		FOREST-FIRE-AR(ACRES)		FOR-FIRE-QU(TON/ACRE)		NO. 11-EMS(T/YR)	0.000				
SLASH-BRN-ARE(ACRES)		SLASH-BN-QU(TON/ACRE)		ORCHARD-HEATERS(100)		NO. 12-EMS(T/YR)	0.000				
ORCH-DA-FIRED(DA/YR)		STRUCTURE-FIRES(#/YR)		CRB-SIZE-BK(100-CUYD)							
COAL-REF-BURN(#/YR)		COMMENTS									

SOURCE ID: A STATE- 31 COUNTY- 3900 AQCR- 150 YEAR- 70

EM-EST-PRT(100-TONS)	24	EM-EST-SO2(100-TONS)	67	EM-EST-NOX(100-TONS)	157	EM-EST-HC(100-TONS)	173
EM-EST-CO(100-TONS)	808	% SULF-ANTH-COAL	0.7	% SULF-BITUM-COAL	1.0	% SULF-DIST-OIL	0.5
% SULF-RESID-OIL	1.0	% ASH-ANTH-COAL	7.1	% ASH-BITUM-COAL	9.0	RES-ANTH(10-TONS)	15
RES-BITUM(10-TONS)		RES-DIS-OIL(10E4-GAL)	1104	RES-RID-OIL(10E4-GAL)	0	RES-N-GAS(10E7-CUFT)	700
RES-WOOD(100-TONS)	3	CI-ANTH(10-TONS)		CI-BITUM(10-TONS)		CI-DIS-OIL(10E4-GAL)	5069
CI-RID-OIL(10E4-GAL)	101	CI-N-GAS(10E7-CUFT)	69	CI-WOOD(100-TONS)		IND-ANTH(10-TONS)	0
IND-BITUM(10-TONS)	17	IND-COKE(10-TONS)		IND-DIS-OIL(10E4-GAL)	170	IND-RD-OIL(10E4-GAL)	98
IND-N-GAS(10E7-CUFT)	27	IND-WOOD(100-TONS)	0	IND-PR-GAS(10E7-CUFT)			
RES-OS-INC(10-TONS)	0	IND-OS-INC(100-TONS)	0	CI-OS-INC(100-TONS)	0	PART-EMS(T/YR)	1881.835
RES-OP-BRN(100-TONS)	0	IND-OPN-BRN(100-TONS)	0	CI-OPN-BRN(100-TONS)	0	SO2-EMS(T/YR)	4159.428
GAS-LT-VEH(1000-GAL)	6587	GAS-HVY-VEH(1000-GAL)	8958	GAS-OFF-HWY(1000-GAL)	1014	NOX-EMS(T/YR)	10428.832
DIE-HV-VEH(1000-GAL)	6114	DIE-OFF-HWY(10E4-GAL)	98	DIE-RR-LOC(10E4-GAL)	148	HC-EMS(T/YR)	14988.413
COUNTY-POP(1000)	208	DENSITY-CODE	4	MIL-AIRCRAFT(100-LTO)	417	CO-EMS(T/YR)	61219.589
CIV-AIRCRAFT(10-LTO)	4	COMM-AIRCRAFT(10-LTO)	0	VES-BITUM(10-TONS)		NO. 6-EMS(T/YR)	0.000
VES-DIE-OL(10E4-GAL)	4090	VES-RID-OIL(10E4-GAL)		VES-GAS(1000-GAL)	7106	NO. 7-EMS(T/YR)	0.000
EVAP-SOLVENT(T/YR)	290	EVAP-GAS(10E5-GAL)	782	VEH-MI-LA-RD(10E4-MI)		NO. 8-EMS(T/YR)	0.000
VEH-MI-RURL(10E4-MI)	67206	VEH-MI-SUBAN(10E4-MI)		VEH-MI-URBAN(10E4-MI)	26361	NO. 9-EMS(T/YR)	0.000
DIRT-RD-TRV(1000-MI)		DIRT-AIR-STRIPS(LTO)		CONST-LAND(1000-ACRE)		NO. 10-EMS(T/YR)	0.000
ROCK-M-ST(1000-TONS)		FOREST-FIRE-AR(ACRES)		FOR-FIRE-QU(TON/ACRE)		NO. 11-EMS(T/YR)	0.000
SLASH-BRN-ARE(ACRES)		SLASH-BN-QU(TON/ACRE)		ORCHARD-HEATERS(100)		NO. 12-EMS(T/YR)	0.000
ORCH-DA-FIRED(DA/YR)		STRUCTURE-FIRES(#/YR)		CRB-SIZE-BK(100-CUYD)			
COAL-REF-BURN(#/YR)		COMMENTS=					

SOURCE ID: A STATE- 31 COUNTY- 4120 AQCR- 043 YEAR- 70

EM-EST-PRT(100-TONS)	40	EM-EST-SO2(100-TONS)	126	EM-EST-NOX(100-TONS)	283	EM-EST-HC(100-TONS)	393
EM-EST-CO(100-TONS)	2161	% SULF-ANTH-COAL	0.7	% SULF-BITUM-COAL	1.0	% SULF-DIST-OIL	0.5
% SULF-RESID-OIL	1.0	% ASH-ANTH-COAL	7.1	% ASH-BITUM-COAL	9.0	RES-ANTH(10-TONS)	1609
RES-BITUM(10-TONS)		RES-DIS-OIL(10E4-GAL)	9033	RES-RID-OIL(10E4-GAL)	0	RES-N-GAS(10E7-CUFT)	973
RES-WOOD(100-TONS)	2	CI-ANTH(10-TONS)		CI-BITUM(10-TONS)		CI-DIS-OIL(10E4-GAL)	8255
CI-RID-OIL(10E4-GAL)	164	CI-N-GAS(10E7-CUFT)	113	CI-WOOD(100-TONS)		IND-ANTH(10-TONS)	0
IND-BITUM(10-TONS)	367	IND-COKE(10-TONS)		IND-DIS-OIL(10E4-GAL)	1004	IND-RD-OIL(10E4-GAL)	578
IND-N-GAS(10E7-CUFT)	159	IND-WOOD(100-TONS)	0	IND-PR-GAS(10E7-CUFT)			
RES-OS-INC(10-TONS)	4100	IND-OS-INC(100-TONS)	491	CI-OS-INC(100-TONS)	137	PART-EMS(T/YR)	3422.174
RES-OP-BRN(100-TONS)	0	IND-OPN-BRN(100-TONS)	0	CI-OPN-BRN(100-TONS)	0	SO2-EMS(T/YR)	8040.252
GAS-LT-VEH(1000-GAL)	145930	GAS-HVY-VEH(1000-GAL)	19847	GAS-OFF-HWY(1000-GAL)	2247	NOX-EMS(T/YR)	17346.999
DIE-HV-VEH(1000-GAL)	11067	DIE-OFF-HWY(10E4-GAL)	218	DIE-RR-LOC(10E4-GAL)	171	HC-EMS(T/YR)	30927.079
COUNTY-POP(1000)	961	DENSITY-CODE	9	MIL-AIRCRAFT(100-LTO)	0	CO-EMS(T/YR)	149162.360
CIV-AIRCRAFT(10-LTO)	0	COMM-AIRCRAFT(10-LTO)	0	VES-BITUM(10-TONS)		NO. 6-EMS(T/YR)	0.000
VES-DIE-OL(10E4-GAL)	0	VES-RID-OIL(10E4-GAL)		VES-GAS(1000-GAL)	568	NO. 7-EMS(T/YR)	0.000
EVAP-SOLVENT(T/YR)	668	EVAP-GAS(10E5-GAL)	2120	VEH-MI-LA-RD(10E4-MI)		NO. 8-EMS(T/YR)	0.000
VEH-MI-RURL(10E4-MI)	11694	VEH-MI-SUBAN(10E4-MI)		VEH-MI-URBAN(10E4-MI)	195593	NO. 9-EMS(T/YR)	0.000

DIRT-RD-TRV(1000-MI)=	DIRT-AIR-STRIPS(LTO)=	CONST-LAND(1000-ACRE)=	NO. 10-EMS(T/YR)= 0.000
ROCK-H-ST(1000-TONS)=	FOREST-FIRE-AR(ACRES)=	FOR-FIRE-QU(TON/ACRE)=	NO. 11-EMS(T/YR)= 0.000
SLASH-BRN-ARE(ACRES)=	SLASH-BN-QU(TON/ACRE)=	ORCHARD-HEATERS(100)=	NO. 12-EMS(T/YR)= 0.000
ORCH-DA-FIRED(DA/YR)=	STRUCTURE-FIRES(#/YR)=	CRB-SIZE-BK(100-CUYD)=	
COAL-REF-BURN(#/YR)=	COMMENTS=		

SOURCE ID: A STATE- 31 COUNTY- 4900 AQCR- 045 YEAR- 70

EM-EST-PRT(100-TONS)=	13	EM-EST-SO2(100-TONS)=	37	EM-EST-NOX(100-TONS)=	69	EM-EST-HC(100-TONS)=	73
EM-EST-CO(100-TONS)=	338	% SULF-ANTH-COAL=	0.7	% SULF-BITUM-COAL=	1.0	% SULF-DIST-OIL=	0.5
% SULF-RESID-OIL=	1.0	% ASH-ANTH-COAL=	7.1	% ASH-BITUM-COAL=	9.0	RES-ANTH(10-TONS)=	201
RES-BITUM(10-TONS)=		RES-DIS-OIL(10E4-GAL)=	886	RES-RID-OIL(10E4-GAL)=	0	RES-N-GAS(10E7-CUFT)=	56
RES-WOOD(100-TONS)=	12	CI-ANTH(10-TONS)=		CI-BITUM(10-TONS)=		CI-DIS-OIL(10E4-GAL)=	755
CI-RID-OIL(10E4-GAL)=	15	CI-N-GAS(10E7-CUFT)=	10	CI-WOOD(100-TONS)=		IND-ANTH(10-TONS)=	0
IND-BITUM(10-TONS)=	47	IND-COKE(10-TONS)=		IND-DIS-OIL(10E4-GAL)=	196	IND-RD-OIL(10E4-GAL)=	113
IND-N-GAS(10E7-CUFT)=	31	IND-WOOD(100-TONS)=	0	IND-PR-GAS(10E7-CUFT)=			
RES-OS-INC(10-TONS)=	7489	IND-OS-INC(100-TONS)=	95	CI-OS-INC(100-TONS)=	249	PART-EMS(T/YR)=	2026.366
RES-OP-BRN(100-TONS)=	0	IND-OPN-BRN(100-TONS)=	0	CI-OPN-BRN(100-TONS)=	0	SO2-EMS(T/YR)=	1862.936
GAS-LT-VEH(1000-GAL)=	29060	GAS-HVY-VEH(1000-GAL)=	3952	GAS-OFF-HWY(1000-GAL)=	292	NOX-EMS(T/YR)=	4249.791
DIE-HV-VEH(1000-GAL)=	2620	DIE-OFF-HWY(10E4-GAL)=	28	DIE-RR-LOC(10E4-GAL)=	82	HC-EMS(T/YR)=	9546.677
COUNTY-POP(1000)=	60	DENSITY-CODE=	5	MIL-AIRCRAFT(100-LTO)=	0	CO-EMS(T/YR)=	34500.531
CIV-AIRCRAFT(10-LTO)=	0	COMM-AIRCRAFT(10-LTO)=	0	VES-BITUM(10-TONS)=		NO. 6-EMS(T/YR)=	0.000
VES-DIE-OL(10E4-GAL)=	272	VES-RID-OIL(10E4-GAL)=		VES-GAS(1000-GAL)=	662	NO. 7-EMS(T/YR)=	0.000
EVAP-SOLVENT(T/YR)=	97	EVAP-GAS(10E5-GAL)=	335	VEH-MI-LA-RD(10E4-MI)=		NO. 8-EMS(T/YR)=	0.000
VEH-MI-RURL(10E4-MI)=	29763	VEH-MI-SUBAN(10E4-MI)=		VEH-MI-URBAN(10E4-MI)=	11516	NO. 9-EMS(T/YR)=	0.000
DIRT-RD-TRV(1000-MI)=		DIRT-AIR-STRIPS(LTO)=		CONST-LAND(1000-ACRE)=		NO. 10-EMS(T/YR)=	0.000
ROCK-H-ST(1000-TONS)=		FOREST-FIRE-AR(ACRES)=		FOR-FIRE-QU(TON/ACRE)=		NO. 11-EMS(T/YR)=	0.000
SLASH-BRN-ARE(ACRES)=		SLASH-BN-QU(TON/ACRE)=		ORCHARD-HEATERS(100)=		NO. 12-EMS(T/YR)=	0.000
ORCH-DA-FIRED(DA/YR)=		STRUCTURE-FIRES(#/YR)=		CRB-SIZE-BK(100-CUYD)=			
COAL-REF-BURN(#/YR)=		COMMENTS=					

SOURCE ID: A STATE- 31 COUNTY- 5020 AQCR- 043 YEAR- 70

EM-EST-PRT(100-TONS)=	27	EM-EST-SO2(100-TONS)=	39	EM-EST-NOX(100-TONS)=	174	EM-EST-HC(100-TONS)=	246
EM-EST-CO(100-TONS)=	1292	% SULF-ANTH-COAL=	0.7	% SULF-BITUM-COAL=	1.0	% SULF-DIST-OIL=	0.5
% SULF-RESID-OIL=	1.0	% ASH-ANTH-COAL=	7.1	% ASH-BITUM-COAL=	9.0	RES-ANTH(10-TONS)=	238
RES-BITUM(10-TONS)=		RES-DIS-OIL(10E4-GAL)=	1853	RES-RID-OIL(10E4-GAL)=	0	RES-N-GAS(10E7-CUFT)=	556
RES-WOOD(100-TONS)=	0	CI-ANTH(10-TONS)=		CI-BITUM(10-TONS)=		CI-DIS-OIL(10E4-GAL)=	2466
CI-RID-OIL(10E4-GAL)=	99	CI-N-GAS(10E7-CUFT)=	34	CI-WOOD(100-TONS)=		IND-ANTH(10-TONS)=	0
IND-BITUM(10-TONS)=	127	IND-COKE(10-TONS)=		IND-DIS-OIL(10E4-GAL)=	292	IND-RD-OIL(10E4-GAL)=	168
IND-N-GAS(10E7-CUFT)=	96	IND-WOOD(100-TONS)=	0	IND-PR-GAS(10E7-CUFT)=			

RES-OS-INC(10-TONS)	18284	IND-OS-INC(100-TONS)	443	CI-OS-INC(100-TONS)	609	PART-EMS(T/YR)	9379.750
RES-OP-BRN(100-TONS)	0	IND-OPN-BRN(100-TONS)	0	CI-OPN-BRN(100-TONS)	0	SO2-EMS(T/YR)	2975.071
GAS-LT-VEH(1000-GAL)	93208	GAS-HVY-VEH(1000-GAL)	12674	GAS-OFF-HWY(1000-GAL)	965	NOX-EMS(T/YR)	9867.999
DIE-HV-VEH(1000-GAL)	7525	DIE-OFF-HWY(10E4-GAL)	93	DIE-RR-LOC(10E4-GAL)	379	HC-EMS(T/YR)	26859.027
COUNTY-POP(1000)	198	DENSITY-CODE	7	MIL-AIRCRAFT(100-LTO)		CO-EMS(T/YR)	109808.537
CIV-AIRCRAFT(10-LTO)		COMM-AIRCRAFT(10-LTO)		VES-BITUM(10-TONS)		NO. 6-EMS(T/YR)	0.000
VES-DIE-OL(10E4-GAL)	0	VES-RID-OIL(10E4-GAL)		VES-GAS(1000-GAL)	0	NO. 7-EMS(T/YR)	0.000
EVAP-SOLVENT(T/YR)	382	EVAP-GAS(10E5-GAL)	1442	VEH-MI-LA-RD(10E4-MI)		NO. 8-EMS(T/YR)	0.000
VEH-MI-RURL(10E4-MI)	38980	VEH-MI-SUBAN(10E4-MI)		VEH-MI-URBAN(10E4-MI)	93418	NO. 9-EMS(T/YR)	0.000
DIRT-RD-TRV(1000-MI)		DIRT-AIR-STRIPS(LTO)		CONST-LAND(1000-ACRE)		NO. 10-EMS(T/YR)	0.000
ROCK-H-ST(1000-TONS)		FOREST-FIRE-AR(ACRES)		FOR-FIRE-QU(TON/ACRE)		NO. 11-EMS(T/YR)	0.000
SLASH-BRN-ARE(ACRES)		SLASH-BN-QU(TON/ACRE)		ORCHARD-HEATERS(100)		NO. 12-EMS(T/YR)	0.000
ORCH-DA-FIRED(DA/YR)		STRUCTURE-FIRES(#/YR)		CRB-SIZE-BK(100-CUYD)			
COAL-REF-BURN(#/YR)		COMMENTS					

SOURCE ID: A STATE- 31 COUNTY- 5300 AQCR- 151 YEAR- 70

EM-EST-PRT(100-TONS)	3	EM-EST-SO2(100-TONS)	10	EM-EST-NOX(100-TONS)	99	EM-EST-HC(100-TONS)	47
EM-EST-CO(100-TONS)	225	% SULF-ANTH-COAL	0.7	% SULF-BITUM-COAL	1.0	% SULF-DIST-OIL	0.5
% SULF-RESID-OIL	1.0	% ASH-ANTH-COAL	7.1	% ASH-BITUM-COAL	9.0	RES-ANTH(10-TONS)	159
RES-BITUM(10-TONS)		RES-DIS-OIL(10E4-GAL)	696	RES-RID-OIL(10E4-GAL)	0	RES-N-GAS(10E7-CUFT)	126
RES-WOOD(100-TONS)	8	CI-ANTH(10-TONS)		CI-BITUM(10-TONS)		CI-DIS-OIL(10E4-GAL)	863
CI-RID-OIL(10E4-GAL)	17	CI-N-GAS(10E7-CUFT)	12	CI-WOOD(100-TONS)		IND-ANTH(10-TONS)	0
IND-BITUM(10-TONS)	15	IND-COKE(10-TONS)		IND-DIS-OIL(10E4-GAL)	19	IND-RD-OIL(10E4-GAL)	11
IND-N-GAS(10E7-CUFT)	3	IND-WOOD(100-TONS)	0	IND-PR-GAS(10E7-CUFT)			
RES-OS-INC(10-TONS)	0	IND-OS-INC(100-TONS)	0	CI-OS-INC(100-TONS)	0	PART-EMS(T/YR)	298.549
RES-OP-BRN(100-TONS)	0	IND-OPN-BRN(100-TONS)	0	CI-OPN-BRN(100-TONS)	0	SO2-EMS(T/YR)	786.774
GAS-LT-VEH(1000-GAL)	22300	GAS-HVY-VEH(1000-GAL)	3033	GAS-OFF-HWY(1000-GAL)	380	NOX-EMS(T/YR)	2534.380
DIE-HV-VEH(1000-GAL)	1652	DIE-OFF-HWY(10E4-GAL)	37	DIE-RR-LOC(10E4-GAL)	282	HC-EMS(T/YR)	3780.032
COUNTY-POP(1000)	78	DENSITY-CODE	3	MIL-AIRCRAFT(100-LTO)	0	CO-EMS(T/YR)	15999.918
CIV-AIRCRAFT(10-LTO)	0	COMM-AIRCRAFT(10-LTO)	0	VES-BITUM(10-TONS)		NO. 6-EMS(T/YR)	0.000
VES-DIE-OL(10E4-GAL)	0	VES-RID-OIL(10E4-GAL)		VES-GAS(1000-GAL)	662	NO. 7-EMS(T/YR)	0.000
EVAP-SOLVENT(T/YR)	97	EVAP-GAS(10E5-GAL)	211	VEH-MI-LA-RD(10E4-MI)		NO. 8-EMS(T/YR)	0.000
VEH-MI-RURL(10E4-MI)	28799	VEH-MI-SUBAN(10E4-MI)		VEH-MI-URBAN(10E4-MI)	2877	NO. 9-EMS(T/YR)	0.000
DIRT-RD-TRV(1000-MI)		DIRT-AIR-STRIPS(LTO)		CONST-LAND(1000-ACRE)		NO. 10-EMS(T/YR)	0.000
ROCK-H-ST(1000-TONS)		FOREST-FIRE-AR(ACRES)		FOR-FIRE-QU(TON/ACRE)		NO. 11-EMS(T/YR)	0.000
SLASH-BRN-ARE(ACRES)		SLASH-BN-QU(TON/ACRE)		ORCHARD-HEATERS(100)		NO. 12-EMS(T/YR)	0.000
ORCH-DA-FIRED(DA/YR)		STRUCTURE-FIRES(#/YR)		CRB-SIZE-BK(100-CUYD)			
COAL-REF-BURN(#/YR)		COMMENTS					

SOURCE ID: A STATE- 31 COUNTY- 5440 AQCR- 043 YEAR- 70

EM-EST-PRT(100-TONS)	57	EM-EST-SO2(100-TONS)	121	EM-EST-NOX(100-TONS)	377	EM-EST-HC(100-TONS)	557
EM-EST-CO(100-TONS)	3101	% SULF-ANTH-COAL	0.7	% SULF-BITUM-COAL	1.0	% SULF-DIST-OIL	0.5
% SULF-RESID-OIL	1.0	% ASH-ANTH-COAL	7.1	% ASH-BITUM-COAL	9.0	RES-ANTH(10-TONS)	2185
RES-BITUM(10-TONS)		RES-DIS-OIL(10E4-GAL)	8222	RES-RID-OIL(10E4-GAL)	0	RES-N-GAS(10E7-CUFT)	695
RES-WOOD(100-TONS)	0	CI-ANTH(10-TONS)		CI-BITUM(10-TONS)		CI-DIS-OIL(10E4-GAL)	1608
CI-RID-OIL(10E4-GAL)	32	CI-N-GAS(10E7-CUFT)	22	CI-WOOD(100-TONS)		IND-ANTH(10-TONS)	0
IND-BITUM(10-TONS)	451	IND-COKE(10-TONS)		IND-DIS-OIL(10E4-GAL)	1296	IND-RD-OIL(10E4-GAL)	795
IND-N-GAS(10E7-CUFT)	205	IND-WOOD(100-TONS)	0	IND-PR-GAS(10E7-CUFT)			
RES-OS-INC(10-TONS)	23975	IND-OS-INC(100-TONS)	1586	CI-OS-INC(100-TONS)	799	PART-EMS(T/YR)	7997.909
RES-OP-BRN(100-TONS)	0	IND-OPN-BRN(100-TONS)	0	CI-OPN-BRN(100-TONS)	0	SO2-EMS(T/YR)	6387.269
GAS-LT-VEH(1000-GAL)	208969	GAS-HVY-VEH(1000-GAL)	28919	GAS-OFF-HWY(1000-GAL)	2697	NOX-EMS(T/YR)	21751.970
DIE-HV-VEH(1000-GAL)	17707	DIE-OFF-HWY(10E4-GAL)	256	DIE-RR-LOC(10E4-GAL)	387	HC-EMS(T/YR)	53740.665
COUNTY-POP(1000)	543	DENSITY-CODE	9	MIL-AIRCRAFT(100-LTO)	0	CO-EMS(T/YR)	239297.829
CIV-AIRCRAFT(10-LTO)	0	COMM-AIRCRAFT(10-LTO)	0	VES-BITUM(10-TONS)		NO. 6-EMS(T/YR)	0.000
VES-DIE-OL(10E4-GAL)	818	VES-RID-OIL(10E4-GAL)		VES-GAS(1000-GAL)	194	NO. 7-EMS(T/YR)	0.000
EVAP-SOLVENT(T/YR)	769	EVAP-GAS(10ES-GAL)	3392	VEH-MI-LA-RD(10E4-MI)		NO. 8-EMS(T/YR)	0.000
VEH-MI-RURL(10E4-MI)	19490	VEH-MI-SUBAN(10E4-MI)		VEH-MI-URBAN(10E4-MI)	277334	NO. 9-EMS(T/YR)	0.000
DIRT-RD-TRV(1000-MI)		DIRT-AIR-STRIPS(LTO)		CONST-LAND(1000-ACRE)		NO. 10-EMS(T/YR)	0.000
ROCK-H-ST(1000-TONS)		FOREST-FIRE-AR(ACRES)		FOR-FIRE-QU(TON/ACRE)		NO. 11-EMS(T/YR)	0.000
SLASH-BRN-ARE(ACRES)		SLASH-BN-QU(TON/ACRE)		ORCHARD-HEATERS(100)		NO. 12-EMS(T/YR)	0.000
ORCH-DA-FIRED(DA/YR)		STRUCTURE-FIRES(#/YR)		CRB-SIZE-BK(100-CUYD)			
COAL-REF-BURN(#/YR)		COMMENTS=					

SOURCE ID: A STATE- 31 COUNTY- 5660 AQCR- 151 YEAR- 70

EM-EST-PRT(100-TONS)	11	EM-EST-SO2(100-TONS)	23	EM-EST-NOX(100-TONS)	74	EM-EST-HC(100-TONS)	82
EM-EST-CO(100-TONS)	418	% SULF-ANTH-COAL	0.7	% SULF-BITUM-COAL	1.0	% SULF-DIST-OIL	0.5
% SULF-RESID-OIL	1.0	% ASH-ANTH-COAL	7.1	% ASH-BITUM-COAL	9.0	RES-ANTH(10-TONS)	714
RES-BITUM(10-TONS)		RES-DIS-OIL(10E4-GAL)	737	RES-RID-OIL(10E4-GAL)	0	RES-N-GAS(10E7-CUFT)	98
RES-WOOD(100-TONS)	4	CI-ANTH(10-TONS)		CI-BITUM(10-TONS)		CI-DIS-OIL(10E4-GAL)	719
CI-RID-OIL(10E4-GAL)	14	CI-N-GAS(10E7-CUFT)	10	CI-WOOD(100-TONS)		IND-ANTH(10-TONS)	0
IND-BITUM(10-TONS)	58	IND-COKE(10-TONS)		IND-DIS-OIL(10E4-GAL)	262	IND-RD-OIL(10E4-GAL)	151
IND-N-GAS(10E7-CUFT)	41	IND-WOOD(100-TONS)	0	IND-PR-GAS(10E7-CUFT)			
RES-OS-INC(10-TONS)	5094	IND-OS-INC(100-TONS)	123	CI-OS-INC(100-TONS)	170	PART-EMS(T/YR)	1911.096
RES-OP-BRN(100-TONS)	0	IND-OPN-BRN(100-TONS)	0	CI-OPN-BRN(100-TONS)	0	SO2-EMS(T/YR)	1179.526
GAS-LT-VEH(1000-GAL)	37161	GAS-HVY-VEH(1000-GAL)	5059	GAS-OFF-HWY(1000-GAL)	361	NOX-EMS(T/YR)	3903.652
DIE-HV-VEH(1000-GAL)	2148	DIE-OFF-HWY(10E4-GAL)	36	DIE-RR-LOC(10E4-GAL)	519	HC-EMS(T/YR)	8726.253
COUNTY-POP(1000)	79	DENSITY-CODE	5	MIL-AIRCRAFT(100-LTO)	0	CO-EMS(T/YR)	35195.197
CIV-AIRCRAFT(10-LTO)	0	COMM-AIRCRAFT(10-LTO)	0	VES-BITUM(10-TONS)		NO. 6-EMS(T/YR)	0.000
VES-DIE-OL(10E4-GAL)	0	VES-RID-OIL(10E4-GAL)		VES-GAS(1000-GAL)	0	NO. 7-EMS(T/YR)	0.000
EVAP-SOLVENT(T/YR)	97	EVAP-GAS(10ES-GAL)	275	VEH-MI-LA-RD(10E4-MI)		NO. 8-EMS(T/YR)	0.000
VEH-MI-RURL(10E4-MI)	38398	VEH-MI-SUBAN(10E4-MI)		VEH-MI-URBAN(10E4-MI)	19387	NO. 9-EMS(T/YR)	0.000
DIRT-RD-TRV(1000-MI)		DIRT-AIR-STRIPS(LTO)		CONST-LAND(1000-ACRE)		NO. 10-EMS(T/YR)	0.000
ROCK-H-ST(1000-TONS)		FOREST-FIRE-AR(ACRES)		FOR-FIRE-QU(TON/ACRE)		NO. 11-EMS(T/YR)	0.000
SLASH-BRN-ARE(ACRES)		SLASH-BN-QU(TON/ACRE)		ORCHARD-HEATERS(100)		NO. 12-EMS(T/YR)	0.000
ORCH-DA-FIRED(DA/YR)		STRUCTURE-FIRES(#/YR)		CRB-SIZE-BK(100-CUYD)			

APPENDIX F

Other Analyses

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TABLE F-1

USER FILE CREATED AT
SATURDAY SEPTEMBER 17, 1974

DATE OF RUN
10/27/74

ANNUAL FUEL SUMMARY

			OIL & GAS	NAT GAS	PROP GAS	COAL	WOOD
			MILL GALS	1000 CU FT	1000 CU FT	TONS	TONS

TABLE F-2

STATIONARY SOURCE FUEL SUMMARY REPORT

NATIONAL EMISSION DATA SYSTEM

ENVIRONMENTAL PROTECTION AGENCY

USER FILE CREATEDATE
FRIDAY NOVEMBER 01, 1974

DATE OF RUN
11/04/74

AREA FUEL REPORT:NEW JERSEY-NEW YORK-CONNECTICUT

CURRENT ANNUAL FUEL SUMMARY

	ANTH COAL	BITM COAL	RESID OIL	DIST OIL	NAT GAS	PROC GAS	COAL	WOOD
	TONS	TONS	1000 GALS	1000 GALS	10E6 CUFT	10E6 CUFT	TONS	TONS
AREA SOURCES								
RESIDENTIAL	350060	5250	753910	2661400	318900			
INDUSTRIAL	1360	24310	562900	201630	52500			6100
COMM-INSTL	75490	24910	930420	1150900	107820			
TOTAL	426060	57470	2247230	4013930	479220			6100
POINT SOURCES								
EXT COMB								
ELEC GEN		2933947	9550530	55029	103988			
INDUSTRIAL	165069	219529	506159	14837	9266			188
COMM-INSTL	1968	61745	157947	99391	5578			
TOTAL	167332	3207927	5214636	114209	118332			188
INPROCESS								
INTERNAL COMB								
ELEC GEN				919435	27075			
INDUSTRIAL				2120				
COMM-INSTL								
TOTAL				921555	27075			
GRAND TOTAL	593392	3265397	7461866	9549194	624627			6288

	LIGNITE	BAGASSE	SW/COAL	LIG-PETRO	DIESEL	GASOLINE	JET FUEL
	TONS	TONS	TONS	1000 GALS	1000 GALS	1000 GALS	1000 GALS
POINT SOURCES							
EXT COMB							
ELEC GEN							
INDUSTRIAL		9369		906			
COMM-INSTL							
INTERNL COMB							
ELEC GEN							
INDUSTRIAL							
COMM-INSTL							
ENG-TEST							
TOTAL		9369		906			
GRAND TOTAL		9369		906			

TABLE F-3

STATIONARY SOURCE FUEL SUMMARY REPORT

NATIONAL EMISSION DATA SYSTEM

ENVIRONMENTAL PROTECTION AGENCY

USER FILE CREATED:
SATURDAY SEPTEMBER 07, 1974

DATE OF RUN
10/23/74

AREA FUEL REPORT:NEW JERSEY (NONATTAINMENT)

CURRENT ANNUAL FUEL SUMMARY

	ANTH COAL	BITM COAL	RESID OIL	DIST OIL	NAT GAS	PROC GAS	COKE	WOOD
	TONS	TONS	1000 GALS	1000 GALS	10E6 CUFT	10E6 CUFT	TONS	TONS
AREA SOURCES								
RESIDENTIAL	1620			76550	14000			1500
INDUSTRIAL		1710	8610	14970	2370			
COMM-INSTL			3450	173630	2380			
TOTAL	1620	1710	12060	265150	18750			1500
POINT SOURCES								
EXT COMB								
ELEC GEN		90590	249	279	35			
INDUSTRIAL		1530	60741	640	700			
COMM-INSTL								
TOTAL		92120	60990	919	735			
INPROCESS								
INTERNAL COM								
ELEC GEN				6285				
INDUSTRIAL								
COMM-INSTL								
TOTAL				6285				
GRAND TOTAL	1620	93830	73050	272354	19485			1500

	LIGNITE	BAGASSE	S-C COAL	LIG-METHO	DIESEL	GASOLINE	JET FUEL
	TONS	TONS	TONS	1000 GALS	1000 GALS	1000 GALS	1000 GALS
POINT SOURCES							
EXT COMB							
ELEC GEN							
INDUSTRIAL							
COMM-INSTL							
INTERNAL COMB							
ELEC GEN							
INDUSTRIAL							
COMM-INSTL							
ENG-TEST							
TOTAL							
GRAND TOTAL							